

JUNE 6, 1953

# AUTOSPORT

1/6

EVERY FRIDAY

Vol. 4 No. 23

BRITAIN'S MOTOR SPORTING WEEKLY



## IN THIS ISSUE

THE GRAND PRIX OF MONACO : WHITSUN HOLIDAY RACING AT SHETTERTON, GOODWOOD AND  
CHARTERHALL : THE LISBON RALLY : ALBI GRAND PRIX : H.W.M. AND COOPER WINS AT CHIMAY

JOHN BOLSTER

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near Chelmsford

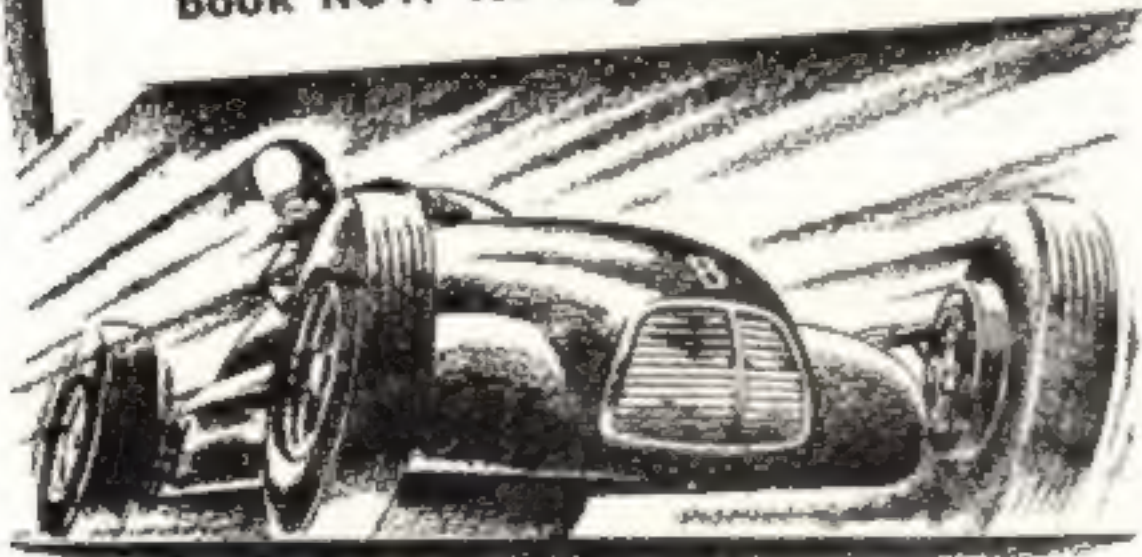
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21**

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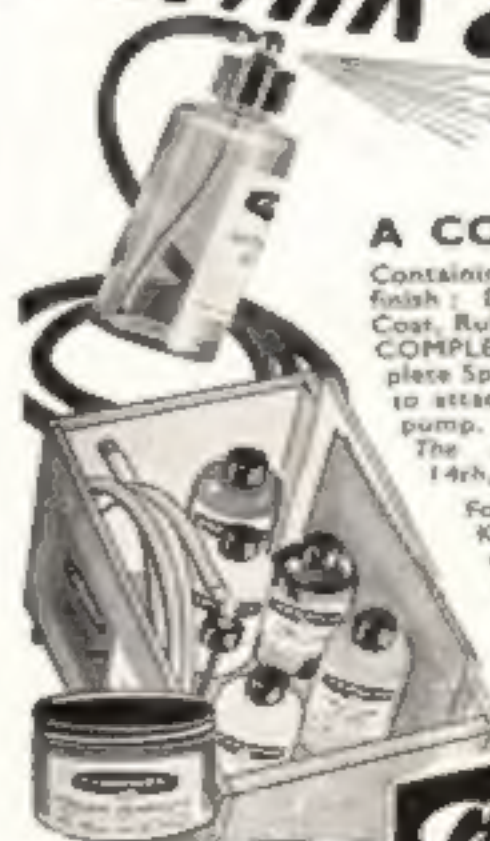
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**Isle of Man • May 29**

**BRITISH EMPIRE TROPHY**

<b>1st PAT GRIFFITH</b>	Lester M.G. 64.20 m.p.h.
<b>2nd GERRY RUDDOCK</b>	Lester M.G. 64.07 m.p.h.
<b>3rd MICHAEL HAWTHORN</b>	Frazer-Nash 67.88 m.p.h.

1500 c.c. CLASS

<b>1st P. W. C. GRIFFITH</b>	Lester M.G.
------------------------------	-------------

1500-3000 c.c. CLASS

<b>1st MICHAEL HAWTHORN</b>	Frazer-Nash
-----------------------------	-------------

OVER 3000 c.c. CLASS

<b>1st SIR JAMES SCOTT-DOUGLAS</b>	Jaguar
------------------------------------	--------

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(all subject to official confirmation)


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# Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Managing Editor: GREGOR GRANT

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June 6, 1952

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## NOTICES

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## EDITORIAL

IT is a strange fact that this country produces not a single genuine small-capacity sports-car. On the Continent, there is an ever-increasing demand for small, fast cars of around 750 c.c. In France, to satisfy this market, both Renault and Panhard have developed high-performance machines based on their standard touring vehicles—just as Austins did so many years ago. In Italy, there are many Fiat derivatives on the market, together with Moretti, Nardi-Danese and others. The Czechs have produced sporting versions of the two-stroke Aero-Minor, which put up such an excellent show at Le Mans in the 1949 event.

The sports version of the Austin Seven, and the M. J2 and PA series of the M.G. commanded a ready sale in this country. These fine little cars later "grew up", but nothing came on the market to replace them.

In competitions abroad, the 750 c.c. classes are extremely well supported and result in considerable publicity for the manufacturers concerned. The Renault and Dyna-Panhard struggle for supremacy in this class has given the ordinary motorist a keen interest in competitions generally, as well as a "pride of marque" which does ensure a healthy market.

We in Great Britain do miss a 750 c.c. class. Our smallest capacity machines fall between the 750 and 1,100 c.c. categories, and are therefore not suitable for International events. In any case, the manufacturers themselves do not appear to see the value of inter-marque rivalry as a stimulant to sales, both at home and overseas.

By lending strong support to competitions, Renault and Panhard are establishing a sound reputation for performance and reliability, factors which nowadays do influence many average users. It is true that the ordinary motorist does not wish to have a super-tuned "750", but as interest in motor-sporting matters grows each year, he (or she) naturally believes that cars from the same factory which produces the successful competition cars, must build excellent family vehicles. The French manufacturers do not spend money needlessly; they realize full well that, in this modern age, practical demonstrations of the effectiveness of their products are essential to back extensive advertising programmes. Also, the benefit of racing and rallying experience is passed on to the buyers.

This, of course, applies equally to larger-capacity cars, but the remarkable rise to popularity of the rival French "750s" is unquestionably tied up with the direct value of competition successes in influencing the general public to purchase economical, small-capacity cars, with a competitions background.

## OUR COVER PICTURE

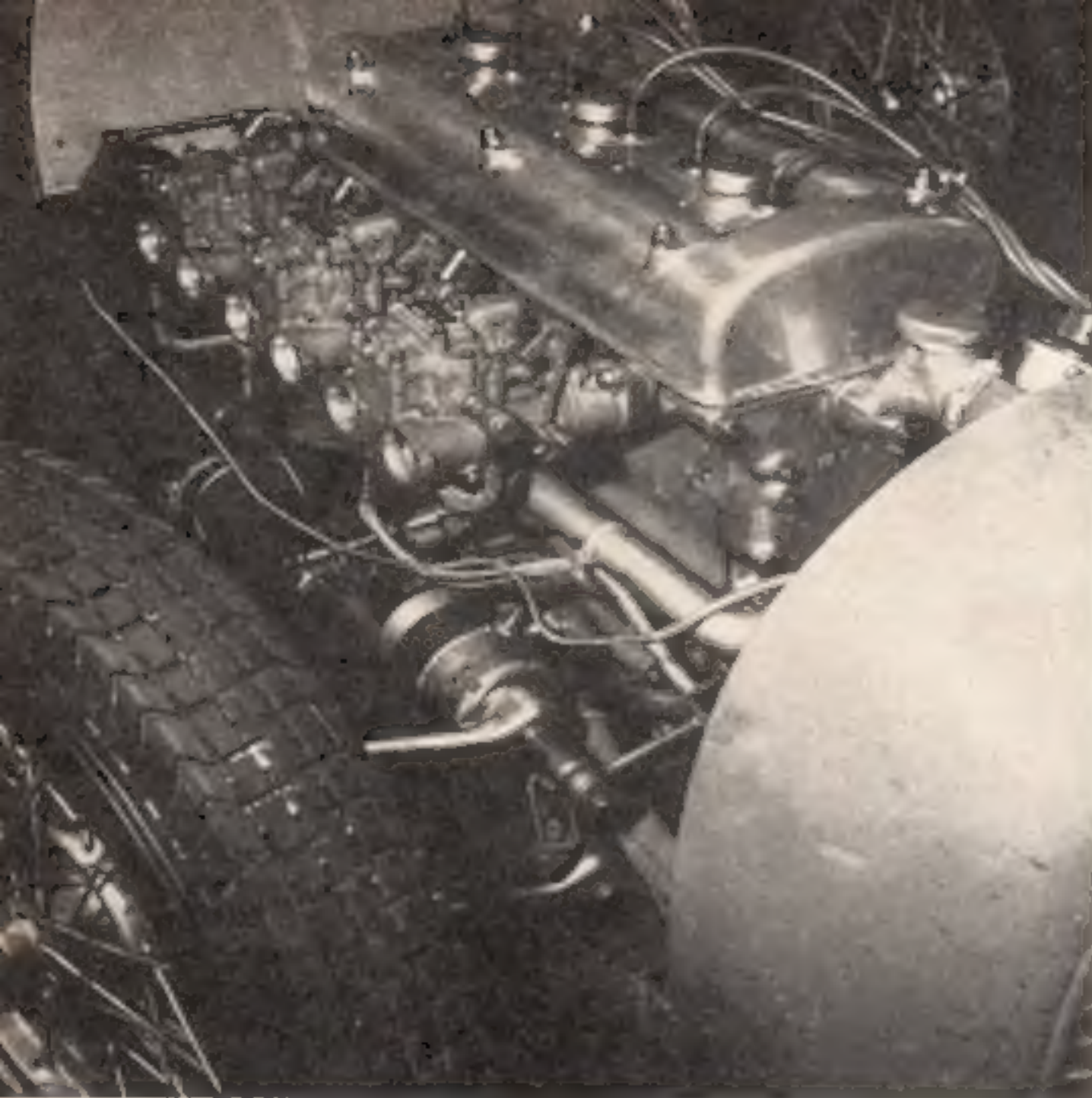
MONTLHERY: Jean Behra (2-litre Gordini) gets well away from Robert Manzon (2-litre Gordini), Lance Macklin (H.W.M.) and the rest of the field during the recent G.P. of Paris, which was won by Piero Taruffi (Ferrari).



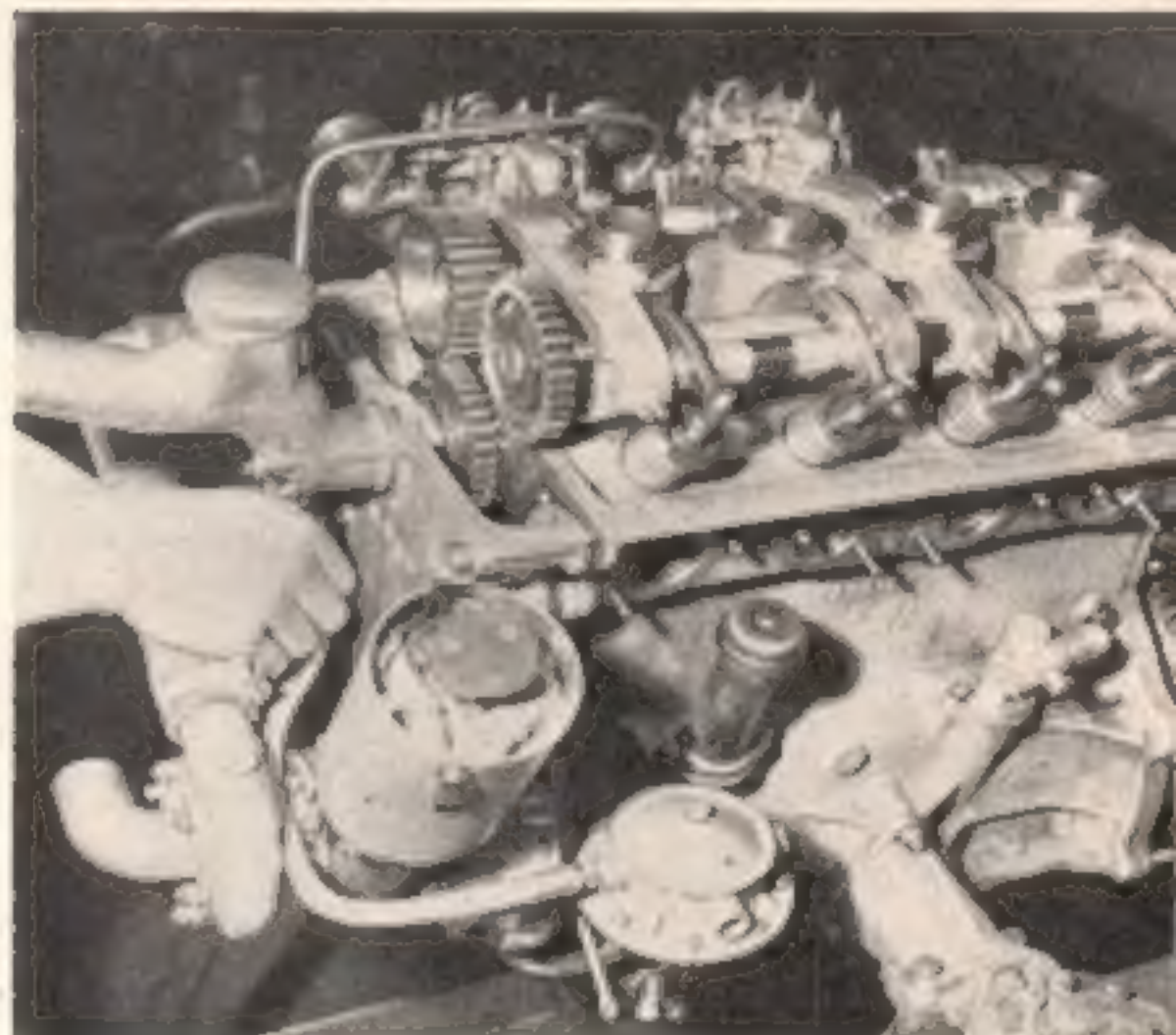
AUTOSPORT, JUNE 6, 1952

# GORDINI

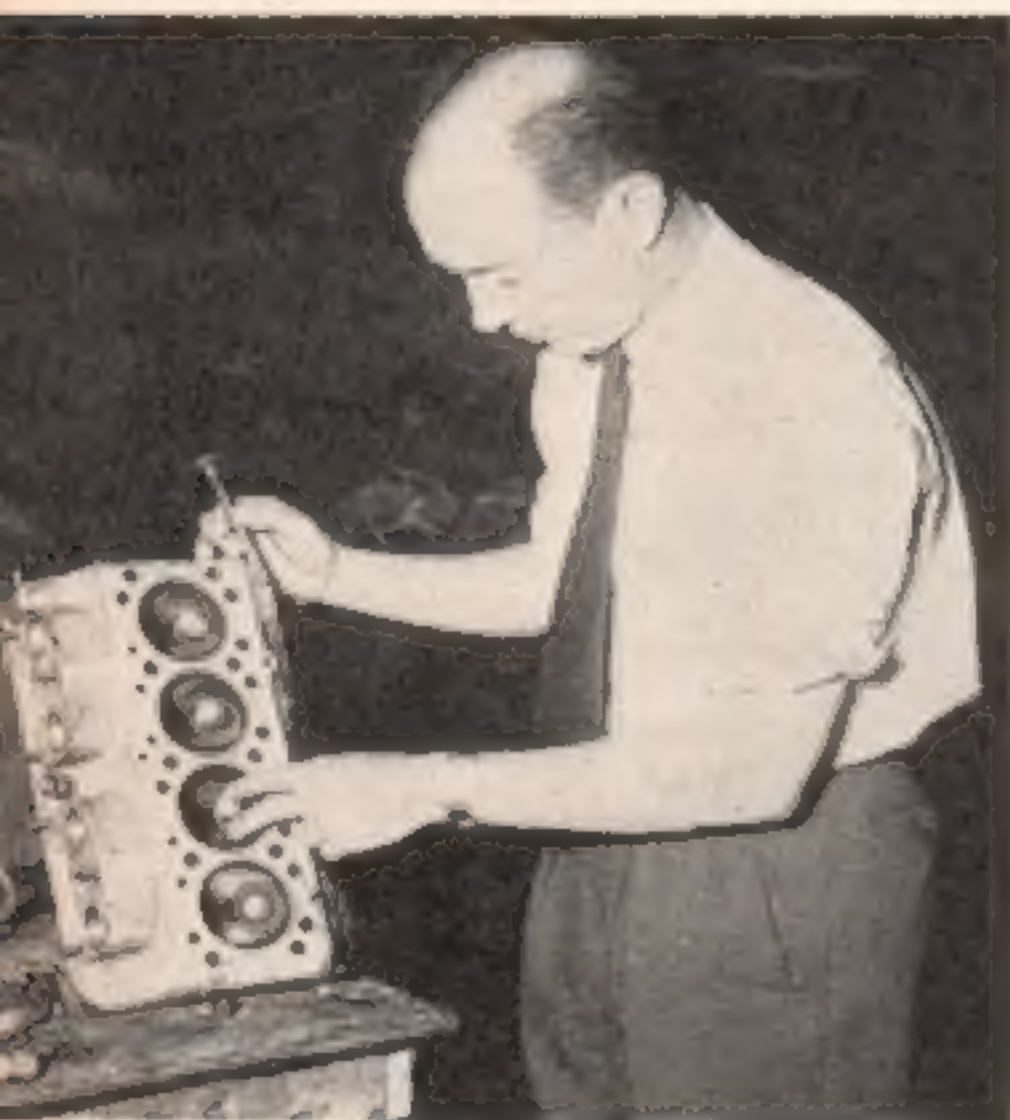
Details of the 2-litre and 1½-litre  
Single-Seaters Built in Paris



(Above) The six-cylinder, twin o.h.c. engine of the 2-litre Formula 2 Gordini, with its battery of three, double-choke, Weber carburettors.



(Right) This may be the first photograph ever published of the twin-o.h.c. four-cylinder, 1½-litre Gordini with the valve cover removed.



(Above) Robert Manzoni refits valves in a 1½-litre cylinder head.

(Right) Close up of the independent (torsion-bar) front suspension used on the new 2-litre car.





## B.R.M.s START AT ALBI

**Gonzalez Breaks Lap Record and Engine — Fangio Retires when Leading near Half-Distance — Rosier (Ferrari) Wins at 102.5 m.p.h.**

**F**EVERISHLY working day and night, the B.R.M. mechanics produced two B.R.M.s for the Grand Prix of Albi last Sunday. In practice, Fangio shattered the existing lap record of 3 mins. 6.7 secs. (107.20 m.p.h.), held by himself in a Maserati, by returning 2 mins. 55 secs. (114.3 m.p.h.). After this demonstration of the high speed of which the B.R.M. is capable, a water-leak developed in the engine and caused extensive damage. A new engine was flown from Bourne.

On race day, Fangio early established a long lead; Gonzalez, slow off the line, went extremely quickly for about 27 miles, establishing a new lap record for the race of 3 mins. 6 secs. (107.65 m.p.h.), his engine then developing the same trouble as had beset Fangio in practice. Juan Manuel retired with a broken cylinder head stud after 16 laps.

The race was won by Louis Rosier (4.5 Ferrari), at the record speed of 102.5 m.p.h., with Yves Giraud-Cabantous (4.5 Talbot) second.

a long time at the pits while mechanics changed a broken valve spring.

After covering 23 laps, Behra's fast 2-litre Gordini retired, letting Cabantous into third place. André Pilette (4.5 Talbot) crashed but was unhurt. George Grignard (4.5 Talbot) also crashed without injury.

Peter Whitehead (1½-litre Ferrari) had to stop for fuel near the end of the race, otherwise he might have been fourth ahead of Mico Crespo, the Argentinian.

### RESULTS

1. Louis Rosier (4.5 Ferrari), 34 laps, 1 hr. 50 mins. 39 secs. (102.5 m.p.h.).
  2. Chico Landi (4.5 Ferrari), 34 laps, 1 hr. 50 mins. 56.6 secs.
  3. Yves Giraud-Cabantous (4.5 Talbot), 34 laps, 1 hr. 51 mins. 51.6 secs.
  4. Mico Crespo (4.5 Talbot), 34 laps, 1 hr. 53 mins. 53.2 secs.
  5. Peter Whitehead (1.5 Ferrari S.), 33 laps.
  6. Rudi Fischer (2.5 Ferrari), 30 laps;
  7. Comotti (Ferrari), 30 laps; 8. Trintignant (Talbot), 26 laps.
- Fastest Lap:** Froilan Gonzalez (1.5 B.R.M. S.), 3 mins. 6 secs. (107.65 m.p.h.).
- Retirements:** Bira (1.5 Gordini S), broken piston; Harry Schell (1.5 Gordini S), transmission; Etancelin (Talbot), ignition; Pilette (Talbot), crashed; Grignard (Talbot), crashed; Behra (2-litre Gordini), rear axle; Gonzalez (B.R.M.), cracked cylinder; Fangio (B.R.M.), broken cylinder head stud.

**T**he presence of the two green B.R.M.s in the front row of the starting grid was a satisfying sight to British eyes, and impressed the French crowd who scarcely knew whether or not to expect to see the cars in action at all.

Fangio made a perfect start, but Gonzalez nearly stalled his engine and was left behind in the mad scramble from the line, but soon tore through the field. The exhaust note of the 16-cylinder engines was wonderful to hear, and the low green projectiles left the crowd breathless with excitement as they sang past, Fangio in the lead and, by lap three, Gonzalez in second place.

The Argentinians proceeded to put plenty of space between them and Rosier's blue Ferrari. Alas, after five laps, Gonzalez's engine threw out clouds of ominous blue smoke, and he retired.

Fangio continued to increase his lead, but was waved down by his pit. At 15 laps he was 57 seconds ahead of Rosier, with Crespo (4.5 Talbot) and Jean Behra (2-litre Gordini) in third and fourth places. The B.R.M. then stopped at the pits, whilst mechanics worked to discover the source of a water leak. This cost Fangio 2½ minutes, and he went off again with a suspicious puff of steam coming from an exhaust pipe. One lap later, the world champion stopped again, and took off his crash-helmet—the second B.R.M. was out of the race!

Rosier now took command, with Chico Landi (4.5 Ferrari) in second place, Behra third and Cabantous fourth, Crespo having dropped back to fifth. Maurice Trintignant (4.5 Talbot) stopped

## FERRARIS FAIL AT INDIANAPOLIS

**T**HE Ferrari bid for success in America's 500 Miles Race at Indianapolis on 30th May ended after 100 miles, when Ascari, in the works-prepared 4½-litre machine—the only one to qualify for the race—crashed while lying eighth and was forced to retire. Race winner at the record speed of 128.85 m.p.h. was Troy Ruttman, of California, driving an Agajanian Special. Jim Rathman (Grancor Wynn Spl.), Sam Hanks's Bardahl and Duane Carter (Belanger) were the placemen.

Bill Vukovitch was leading in the Fuel Injection Special by a few seconds from Ruttman, when he slid into a wall at one of the turns, and was eliminated. Ruttman is the driver who led last year's Pan-American road race in Mexico at one stage, and finally finished fourth, driving a Mercury.

It was learned later that Ascari's crash was due to a wheel coming off. The Italian driver was uninjured.

### PROVISIONAL RESULTS

1. Troy Ruttman (Agajanian Spl.), 3 hrs. 52 mins. 41 secs., 128.85 m.p.h.; 2. Jim Rathman (Grancor Wynn Spl.), 3 hrs. 56 mins. 44 secs.; 3. Sam Hanks (Bardahl Spl.), 3 hrs. 58 mins. 53 secs.; 4. Duane Carter (Belanger Spl.); 5. Art Cross (Bowes Seal Fast Spl.).

## H.W.M. & COOPER WINS AT CHIMAY

**Ken Downing's Bid for Victory with Connaught — Lewis-Evans's Success in Formula 3 Event**

**B**RITISH cars won both races in the Frontières G.P. meeting at Chimay, Belgium, last Saturday. In the 149-mile race for Formula 2 cars, the Belgian, Paul Frère, drove an H.W.M. into first place, a bare second ahead of Ken Downing's Connaught. Downing led the race at the start, but Frère closed with him lap by lap, breaking the lap record at over 94 m.p.h. in the process, and passed into the lead. Third behind the Connaught was the Belgian sidecarist, Marcel Masuy, driving a Veritas, while another H.W.M., driven by de Tornaco, was fourth. Robin Mongomerie-Charlton retired on the last lap with the Aston-Butterworth when lying third.

The 500 c.c. race proved another success for S. Lewis-Evans and his Cooper, who led comfortably from John Coombs and C. A. N. May, also driving Coopers. Alan Moore (J.B.S.) and M. Lambert (Cooper) were fourth and fifth.

### RESULTS

**Formula 2 (149 Miles):** 1. Paul Frère (H.W.M.), 1 hr. 38 mins. 48 secs., 90.15 m.p.h.; 2. K. Downing (Connaught), 1 hr. 38 mins. 49 secs.; 3. M. Masuy (Veritas), 1 lap behind; 4. de Tornaco (H.W.M.), 2 laps behind; 5. Legat (Veritas); 6. Gendrebien (Veritas). **Fastest lap:** Frère (H.W.M.), 4 mins. 16 secs., 94.92 m.p.h.

**Formula 3 (54 miles):** 1. S. Lewis-Evans (Cooper-Norton), 40 mins. 56 secs., 79.15 m.p.h.; 2. J. Coombs (Cooper-Norton), 41 mins. 13 secs.; 3. C. A. N. May (Cooper-J.A.P.); 4. A. Moore (J.B.S.-Triumph); 5. M. Lambert (Cooper-Triumph); 6. P. Richardson (Beest); 8. A. Rippon (Cooper).

**Fastest lap:** S. Lewis-Evans (Cooper), 4 mins. 55 secs., 82.04 m.p.h.

### HALF-LITRES AT PICARDY

**A** 500 c.c. race for the Prix de Picardie in two 25-lap heats and a 25-lap (about 50 miles) final will be held on Sunday, 15th June, on a circuit near Amiens. Fastest 15 in the heats will qualify for the final.





## SNETTERTON

**Half-Litre Club Race Meeting - Bob Gerard  
(E.R.A.) Wins Formule Libre Event-Don Parker  
(Kieft-Norton) Victor in 81-mile 500 c.c. Race**

LAST Saturday saw a Half-Litre Club excursion to Norfolk. For the first time the club journeyed up the A11 to a spot, some 10 miles east of Thetford, known as Snetterton Heath. Here a disused airfield has been developed into a truly fine course by the East Anglian and Aston Martin Clubs. Easy of access, its main straight actually runs parallel with the A11, which is a fast and direct run from London. Roughly triangular in shape, the circuit is 2.7 miles in length and contains four right-hand and one left-hand corners, plus a sharp right hairpin bend.

If the organization and racing are always as good as on this occasion then Snetterton should become a "must" for all racegoers. Actually this Half-Litre Club event was the fourth to be held on the circuit and was claimed to be the most successful. Certainly there was never a dull moment in the afternoon's racing, consisting of three heats and a final for Formula 3 cars and a *Formule Libre* scratch race. All events were up to time and a word must be put in for the commentary, which was never dull and kept one well informed throughout. Silverstone commentators please note!

A total of 61 entries had been received for the Formula 3 race, but 17 of these proved non-starters. In heat one such curiosity raisers as the Cobra and Kumbang were missing, as were Erskine's Erskine-Staride and the Coopers of Ecclestone and Eyre.

Thus 14 cars came to the line for the first of the 10-lap heats, each of which totalled a mileage of 27. All got off to

a good start on a dry track with Les Leston's Cooper taking the lead from Ken Carter's similar mount. After two laps the order was reversed and Paul Emery's Emeryson was running third, but closely challenged by Ken Smith's home built job.

Thus they remained until the sixth lap, with A. J. Nurse's and Don Truman's Coopers scrapping for fifth and sixth positions. Leston and Carter had a nose to tail scrap to begin with, but slowly the latter drew away and Les Leston blew up trying to keep up. Thus Emery moved into second spot with Smith fourth, Truman fifth and Nurse sixth, which order remained to the end. A

**STILL WINNING:** Bob Gerard and his famous old E.R.A. on the way to victory in the *Formule Libre* event.

terrific scrap developed for seventh and eighth places between the J.A.P.-powered Coopers of R. W. Brise and N. Pugh, who were passing and repassing each other and actually dead-heated for seventh place.

This proved to be the fastest race of the day, as after the second heat, in true Snetterton style, rain fell for most of the remaining racing, only letting up at the very end. Carter's winning time was 73.39 m.p.h., but Leston had the pleasure of returning the fastest lap at 75.0 m.p.h.

An amusing incident which did not pass unnoticed was the chequered flag which, upon being waved with much enthusiasm, decided to part company with its pole as the cars crossed the finishing line.

In heat two we were sorry to lose Norman Gray (Cooper), Jack Moor (Wasp) and Harold Daniell (Emeryson), who was not yet back from the Isle of Man. Once again there were 14 starters, but it was one of those unfortunate affairs which developed into a procession. George Wicken (Cooper-Norton) won at a speed of 72.55 m.p.h. after leading from the first lap. Whereas only 45.2 secs. separated the first eight in heat one, eighth man in heat two was over a lap behind the leader, who commenced to lap the stragglers on his eighth lap.

W. Webb (Kieft-Norton) came a good second and A. W. Richards (J.B.S.-Norton) just pipped Charles Headland (Kieft-Norton) at the post for third spot.

There were 16 starters in heat three, which was most exciting, as the course was now thoroughly wet. Bill Whitehouse (Cooper) led the whole way, however, and won by over a minute from the rest of the field, at 64.09 m.p.h. Some going! Second, after a scrap with Barclay's Cooper, was Don Gray (Cooper-J.A.P.). J. Habin (Erskine-Staride) drove a good race, being 11th in lap three, ninth in lap six and moving up a place per lap to come home fourth, three-fifths of a second ahead of Don Parker (Kieft-J.A.P.). Fastest lap went, of course, to Whitehouse at 65.15 m.p.h.



**PASS, FRIEND!** Ken Watkins (Cadillac-Allard) overtaking Horace Richards (H.A.R.) in the *Formule Libre* race.



The excellence of this win by 1 min. 4.2 secs. is further given point by the fact that less than half a minute separated the next seven men home.

The final of the 500 c.c. race was one of the longest ever to be held, being over 30 laps, totalling 81 miles. Thus it is not surprising that there were many breakdowns. Twenty-six cars started and about one-third of these finished, although some restarted as much as five laps back.

George Wicken (Cooper) went into the lead from the start, but sounded unhealthy on his 10th lap and dropped out. Actually he jumped the start and was penalized one minute. Bob Gerard then took the lead after challenging for several laps but he, too, made too hot a pace for himself and dropped out after another four laps. This let Webb (Kieft) into the lead, which he looked like keeping to the end, but this was without reckoning with Don Parker. After a poor start, Parker came round at the tail of the field on lap one to be 18th on lap two. On lap three he was 15th and by lap seven seventh. Climbing lap by lap he was second by the 19th lap, but a long way behind the leader—yet he won—by two-fifths of a second at 68.08 m.p.h. Paul Emery drove a very steady race into third place, while Brise and Pugh repeated their scrap of heat one, finishing fourth and sixth respectively, with Ken Carter (Cooper) coming in between.

The *Formule Libre* race was inclined

## PROVISIONAL RESULTS

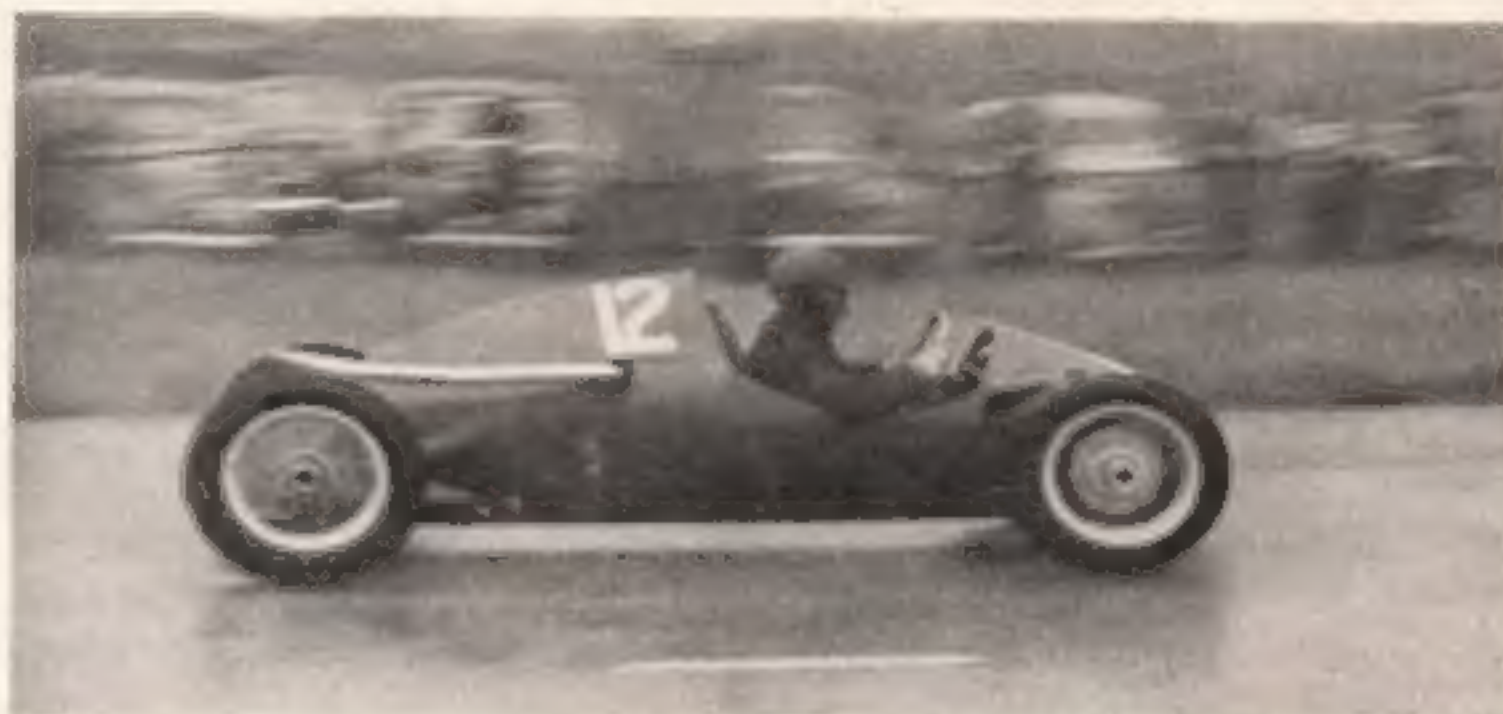
### Formula 3 Race

1, D. Parker (Kieft-Norton), 68.08 m.p.h.; 2, W. Webb (Kieft-Norton); 3, P. R. Emery (Emeryson-Norton); 4, R. W. Brise (Cooper-J.A.P.).

### Formule Libre Race

1, F. R. Gerard (1,995 c.c. E.R.A. S), 72.11 m.p.h.; 2, E. Thompson (1,498 c.c. Delage S); 3, J. D. Barber (1,100 c.c. Cooper-J.A.P.); 4, K. Watkins (5,420 c.c. Allard-Cadillac).

\* Formula 2 prize winner.



**WINNER:** (Above) Don Parker, who won the 81-mile final of the 500 c.c. race at Snetterton.

**DUEL:** (Left) Paul Emery (Emeryson-Norton), third home, being tailed by Ken Smith (Smith-Norton).



to be processional, but was still full of interest. Also over 81 miles, it was won by Bob Gerard in his grand old E.R.A. at 72.11 m.p.h. (fastest lap 74.65 m.p.h.); thus, coupled with his Goodwood successes, Bob had a highly satisfactory week-end. There were 14 contestants, but only seven finished. Most spectacular drop-out was Bill Whitehouse on his 2-litre Alta, going wide at the first bend on the third lap and sliding off the course to overturn several times. Apparently Bill hurt his arm somewhat, which explains his non-appearance at Goodwood on Monday.

J. D. Barber (1,100 c.c. Cooper-J.A.P.) took the lead for the first six laps, but lost it to Graham Whitehead (E.R.A.), who dropped out on lap 18. Despite having to make a pit stop for more fuel and dropping to fifth place, Barber climbed back to finish a fine third. Previous Snetterton *Formule Libre* race winner, the E.R.A.-engined Delage, came second, driven by E. Thompson.

DENIS A. WILKINS.

## OMAGH M.C. SYONFIN HILL-CLIMB RESULTS

Class 1. (Standard saloons up to 1,000 cc.): 1, Dr. N. McCann (Morris Minor), 1 min. 47 secs.; 2, J. Baillie (Morris Minor), 1 min. 57 secs.

Class 2. (Standard saloons up to 1,500 cc.): 1, N. Hillis (Hillman Minx), 1 min. 36.2 secs.; 2, F. J. Cunningham (Austin A.40), 1 min. 37 secs.; 3, T. P. O'Connell (Volkswagen), 1 min. 38.2 secs.

Class 3. (Standard saloons over 1,500 c.c.): 1, C. G. Stirling (Alvis), 1 min. 25.2 secs.; 2, E. W. Beaumont (Riley), 1 min. 26.8 secs.; 3, P. W. Torney (Sunbeam-Talbot), 1 min. 28.4 secs.

Class 4. (Standard open, up to 1,500 c.c.): 1, A. Brown (H.R.G.), 1 min. 22 secs.; 2, G. H. Reilly (M.G.), 1 min. 22.4 secs.; 3, D. H. McWhir (H.R.G.), 1 min. 23 secs.

Class 5. (Standard open, over 1,500 c.c.): 1, J. D. Titterton (Allard), 1 min. 8.4 secs. (Record.)

Class 6. (Open, non-racing, up to 1,500 c.c.): 1, C. E. B. Stuart (Ford), 1 min. 17.4 secs.; 2, N. L. Graham (Ford), 1 min. 18.4 secs.; 3, S. Penland (Dellow), 1 min. 19.2 secs.

Class 7. (Open, non-racing, over 1,500 c.c.): 1, J. D. Titterton (Allard), 1 min. 8.4 secs.; 2, N. Hillis (Maserati), 1 min. 9.4 secs.; 3, C. E. Robb (Mercury Spl.), 1 min. 12 secs.; 3, C. S. Porter (Jaguar), 1 min. 14 secs.

Class 8. (Open, unlimited): 1, J. D. Titterton (Allard), 1 min. 8.4 secs.; 2, N. Hillis (Maserati), 1 min. 9.4 secs.; 3, C. E. Robb (Mercury Spl.), 1 min. 12 secs.

Class 9. (Open Handicap): 1, J. D. Titterton (rec'd 8 secs.); 2, C. E. Robb (rec'd 7 secs.); 3, G. H. Reilly (rec'd 17 secs.).

(Report will be published next week)

## ASTON MARTIN MARKET DB 3

**L**ATEST addition to the world's high-performance cars is the exciting 2.6-litre DB 3 Aston Martin competition two-seater, the first genuine open two-seater sports-car to appear with the famous name since before the Hitler war.

The engine is a twin-o.h.c. "six" of 2,580 c.c. (78 mm. x 90 mm.) with three double-choke Weber carburettors, and developing 140 b.h.p.

at 5,200 r.p.m. A four-bearing crankshaft is used. A 32-gallon fuel tank incorporates a 3-gallon reserve system. The David Brown gearbox has five speeds, the fifth ratio being an overdrive. Full specification of the DB 3 is as follows:—

**Engine:** Six-cylinder, o.h.v., two overhead camshafts (duplex chain), 78 mm. x 90 mm. (2,580 c.c.), 140 b.h.p. at 5,200 r.p.m. Cast-iron cylinder block with detachable liners. Three d/c Weber carburettors. Pressurized cooling system. Coil ignition (with "octane selector").

**Transmission:** David Brown five-speed gearbox with overdrive on fifth ratio. Hauling ring type synchromesh. Integral oil pump. Open propeller shaft to hypoid bevel rear axle. De Dion pattern axle located by trailing links and Panhard rod.

**Chassis:** Large diameter tubular construction. I.f.s. by torsion bars and trailing links. Built-in hydraulic dampers. Torsion bars at rear. Anti-roll bar fitted. Centre-lock wire wheels, 6.00 x 16 ins. Dunlop tyres, 13 ins. brake drums (front), and 11 ins. (rear), the latter mounted inboard. Twin master-cylinders.

**Dimensions:** Wheelbase, 7 ft. 9 ins. Track, 4 ft. 3 ins. Length, 13 ft. 3 ins. Width, 5 ft. 1 in. Height, 3 ft. 7½ ins. Turning circle, 32 ft. 6 ins. Ground clearance, 5 in.

**Price:** Not yet issued.





"NUMBER SEVEN LUCKY!": Pat Griffith crosses the line at Douglas, Winner of the 14th British Empire Trophy race in his Lester-M.G.

## SECOND-TRY TRIUMPH

**Pat Griffith (Lester-M.G.) Avenges 1951 L.o.M. Ill-fortune by Winning the British Empire Trophy—No Luck for the Favourites**

ILL-LUCK was avenged at Douglas, L.o.M., last Thursday, when 28-year-old Pat Griffith won the 200-mile British Empire Trophy race for production-type sports-cars with his 1½-litre Lester-M.G. In last year's event, it will be remembered, Pat led the race until his car ran out of oil and ruined a bearing with but two laps to go, letting Stirling Moss (Frazer-Nash) through into the lead. It was Moss himself against whom fickle fortune turned this year, for his Frazer-Nash was assailed by ignition trouble which entailed several lengthy pit stops, until a faulty fuel pump eventually caused his retirement. Geoff Duke, Norton motor-cycle star, set the pace in the opening stages with his DB3 Aston Martin, but he, too, suffered ignition faults and dropped out after a gallant run. Duncan Hamilton's drive with his new production-type XK 120C Jaguar was all too brief, rear axle trouble putting him out after eight laps.

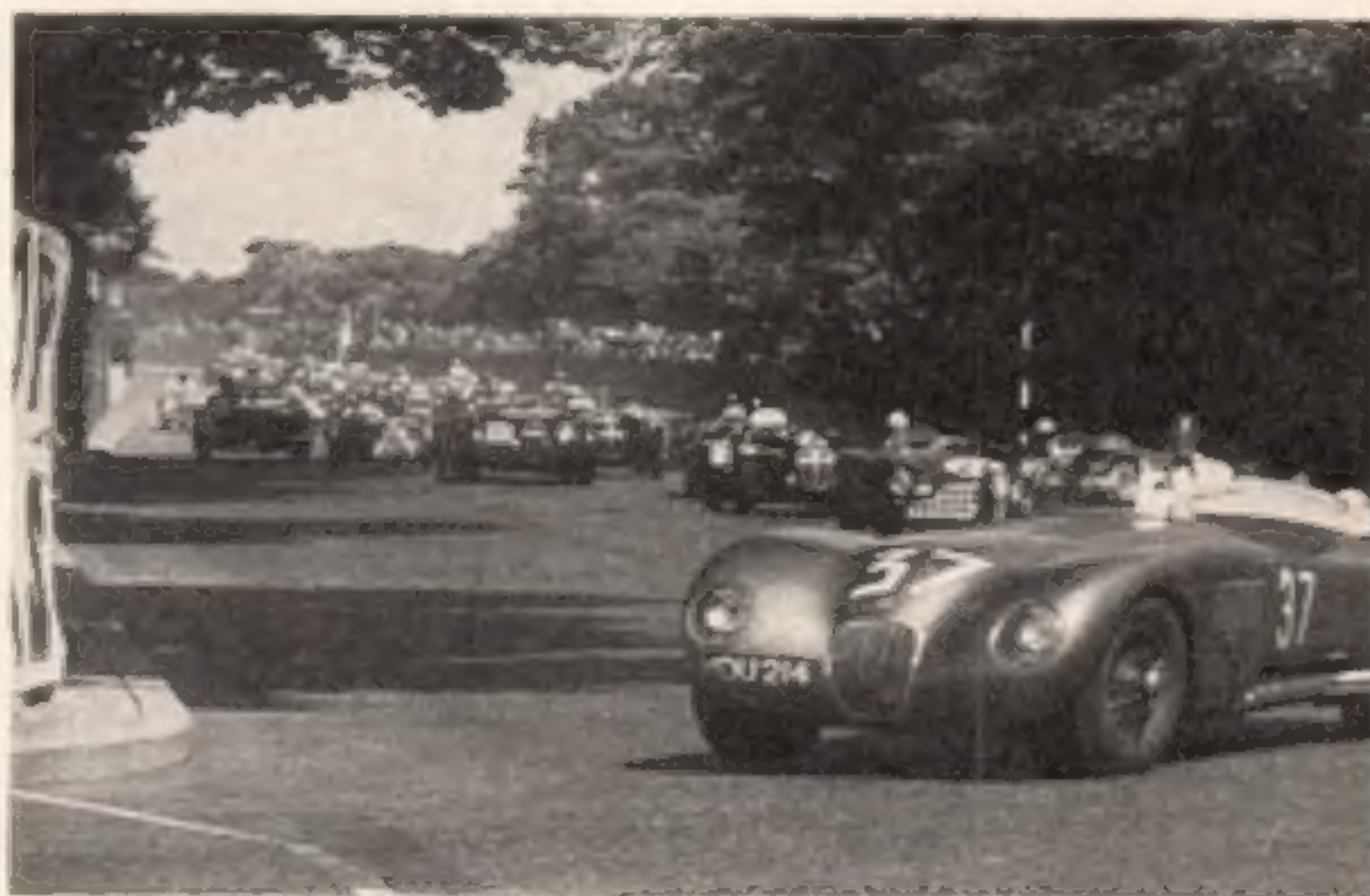
The weather was dry and breezy when the 27 sports-cars—every one of them of British manufacture—lined up for the start of the B.R.D.C.'s 14th International British Empire Trophy race, held under the sponsorship of the Manchester news-

paper, the *Daily Dispatch*. Front row positions were taken by Duncan Hamilton (Jaguar) who had turned the fastest pre-race lap of all in a record 3 mins. 16 secs. (71.24 m.p.h.) during the first practice session, when roads were wet; Geoff Duke (Aston Martin), who had achieved 3 mins. 17 secs. (70.88 m.p.h.) in the second, dry, session; and Stirling Moss (Frazer-Nash), who lapped in 3 mins. 18 secs. (70.53 m.p.h.) without seeming to try very hard.

Full race distance was 200 miles (52 laps) and the entry was divided into three groups, cars up to 1,500 c.c. receiving four credit laps, and up to

3,000 c.c. one credit lap; with the over 3,000 c.c. cars on scratch.

3½-litres beat 2.6 and 2 in the getaway, and Duncan Hamilton led the pack through Parkfield Corner, with Mike Hawthorn, Roy Salvadori, Geoff Duke and H. A. Mitchell at his tail. Through Willaston, Cronk-ny-Bury and Cronk-ny-Mona the long "crocodile" of cars sped, and already Geoff Duke was forcing the dark green DB3 forward. Down at the sharp right turn at Onchan he had caught Salvadori and Hawthorn, and was close behind Hamilton as they rocketed past the stands at the end of lap one. Another round and "the boy



**MASSED START:** Duncan Hamilton's new XK 120C Jaguar heads Hawthorn, Salvadori, Duke and the rest of the 27 cars at Parkfield on the opening lap.



from St. Helens" passed the Jaguar in front of the grandstands, to rousing cheers from innumerable Duke fans. Moss was up to fourth, while Jim Mayers (Lester-M.G.) had the doubtful honour of being the first pit-caller, with a troublesome oil pressure release valve but was soon away again.

While the crowds around the 3.8-mile circuit exulted over the pace of Duke Hamilton and Hawthorn, the real race leader was Pat Griffith, lapping at over 61 m.p.h. in the little green 1,467 c.c. Lester-M.G., with team-mates Mayers and Ruddock, and the Cooper-M.G.s of Leonard and Davis not far behind. With three credit laps to wipe out, Duke was driving very hard indeed, and com-

to the pits. Trouble stalked others too, A. P. Hitchings's Cadillac-Allard had been going well, but eight laps of the Douglas circuit were too much for its gearbox, so another car was out. Then Ted Lund's TD M.G. ran a big end and also retired.

Duke was travelling at a terrific pace, extending his lead over Moss and Hawthorn to 39 secs. by the ninth lap, when he had already lapped the limit men. Trouble came Moss's way on round 10 when he dashed in for a plug change losing three minutes. Off again, he was soon back, and a much longer stop ensued while the coil was changed.

Then ears attuned to the purposeful blare of Frazer-Nashes, the boom of

Jaguars and the hard whine of the Aston Martin were suddenly assailed by a noise suggestive of Formula 1, and Hawthorn's beautiful cream "Mille Miglia" Frazer-Nash, second on speed to Duke's DB3, was seen to have loosened its exhaust system, soon to shed it altogether. Further back, the XK 120 brigade was led by the exquisitely turned-out Ecurie Ecosse cars of Ian Stewart, Sir James Scott Douglas and David Murray.

The order on handicap was now Griffith, Ruddock, Leonard, Davis, until an engine bearing packed up on the latter's Cooper-M.G., whereupon Dubliner Joe Kelly's Jowett Jupiter moved up. E. W. Holt (Jaguar) stopped to replace a broken throttle return spring, while another Jaguar, that of J. B. Swift, retired with clutch trouble. Fate was indeed being unkind to the XK 120s, for next David Murray found himself running out of brakes, first overshooting Parkfield and then, a round or so later, he missed the Onchan turn and nearly collected a shop window. His car was subsequently found to have lost all its hydraulic brake fluid.

More excitement followed, first to pacemaker Duke, who had caught Kelly for fourth place on the 19th lap, and now had barely more than a lap to make up on leader Griffith; success looked to be well within his grasp provided the car stood the pace. Suddenly he failed to come round, his engine was cutting out and he pulled into a side road by the Manz Arms in an attempt to remedy ignition trouble. That diminished the immediate threat to the Lester-M.G.s, but then Mayers's car broke its steering box mounting, reducing their strength to two. Shortly after, the leader himself was very nearly eliminated when a dig

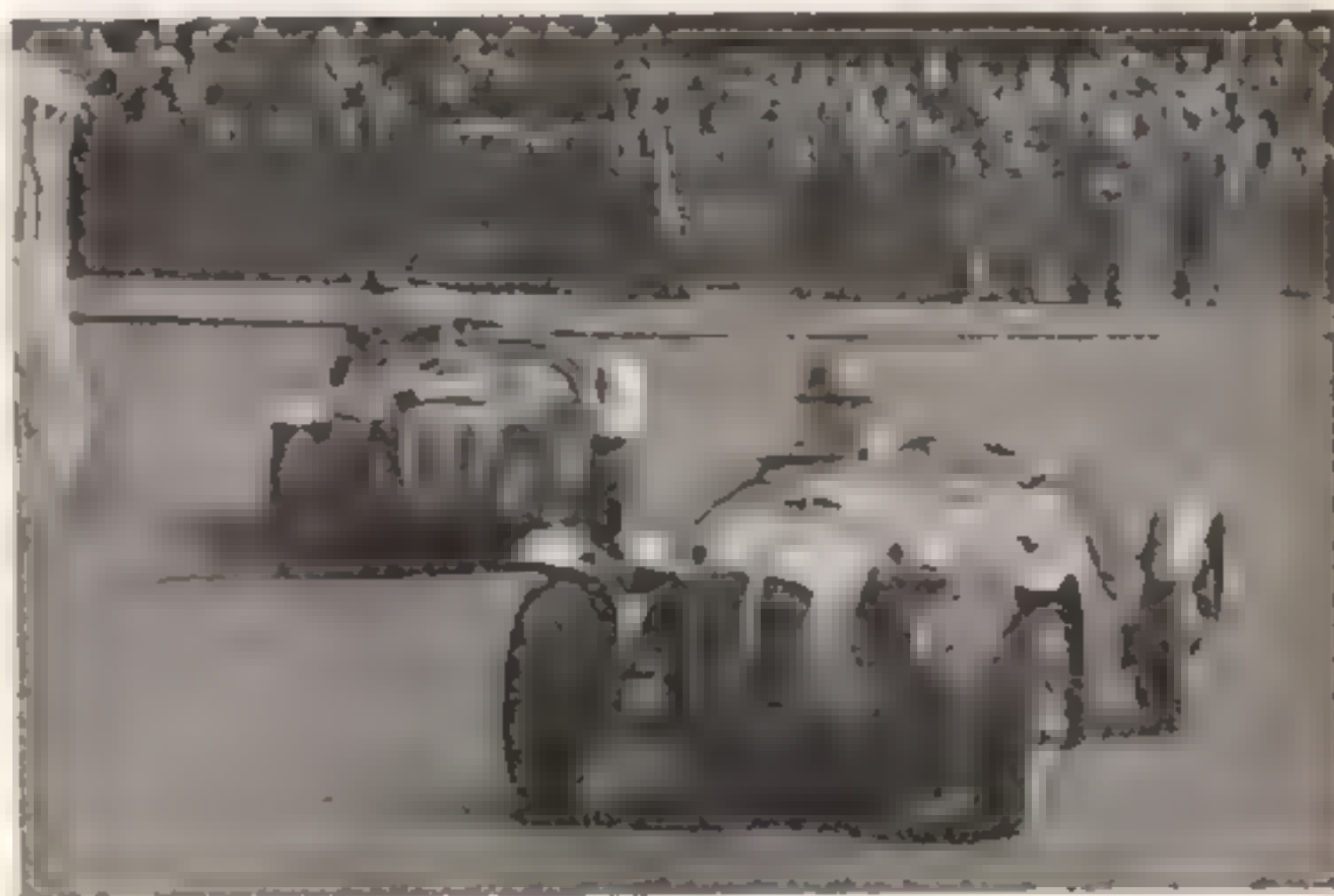
**PACEMAKER.** (Left) Geoff Duke (DB3 Aston Martin) corrects a slide at Onchan.

**INTER NASH STRUGGLE** (Below) Roy Salvadori leads H. A. Mitchell, both in Frazer-Nash Le Mans Replica models out of Parkfield.

pleted his fourth lap in 3 mins. 18 secs. the DB3 sliding at every turn and snaking on the bumpy home stretch between Governor's Bridge and the stands. Hamilton was gradually dropping back, but after five laps the XK 120's rear axle broke up beyond Onchan village, Hamilton abandoning his car at the roadside and walking back

#### STARTING GRID

Roy Salvadori	G. E. Duke	J. D. Hamilton
(Frazer-Nash)	(Aston Martin)	(Jaguar)
J. M. Hawthorn	H. A. Mitchell	
(Jaguar)	(Frazer-Nash)	
J. C. Mayers	R. F. Salvadori	Ian Stewart
(Lester-M.G.)	(Frazer-Nash)	(Jaguar)
P. Griffith	J. B. Swift	
(Lester-M.G.)	(Jaguar)	
N. J. Leonard	S. J. Ruddock	David Murray
(Jaguar)	(Jaguar)	(Jaguar)
J. Leonard	G. Ruddock	
(Cooper-M.G.)	(Lester-M.G.)	
W. B. Black	A. P. Hitchings	F. C. Davis
(Jaguar)	(Cadillac-Allard)	(Cooper-M.G.)
J. B. Swift	F. W. Holt	
(Jaguar)	(Jaguar)	
M. G. Llewellyn	W. H. Robinson	J. Kelly
(M.G. TD)	(Jowett Jupiter)	(Jowett Jupiter)
E. W. K. Lund	J. I. K. (M.G. TD)	
(M.G. TD)		
W. J. Skelton	P. Jackson	
(Jowett Jupiter)	(M.G. TD)	



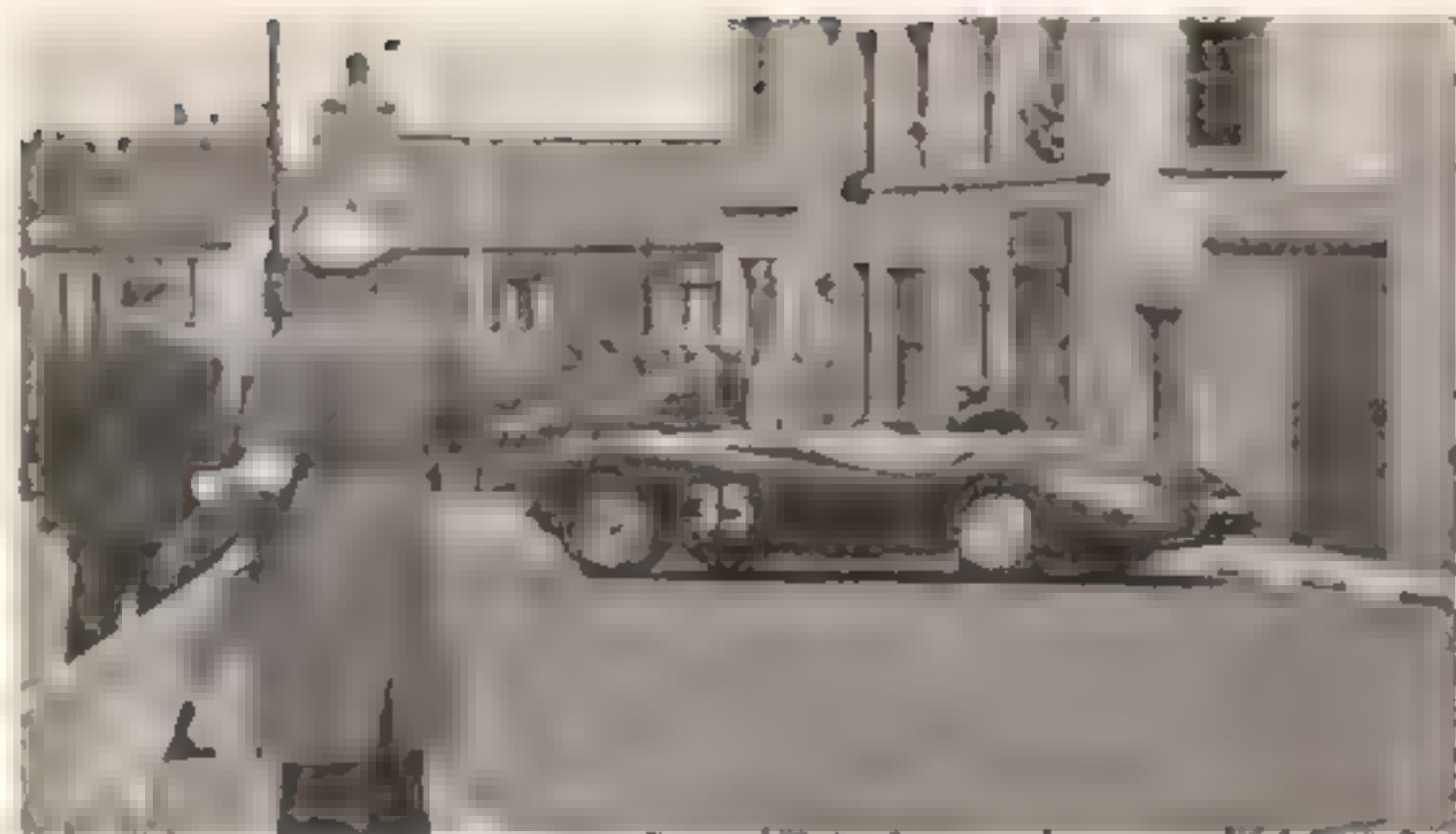


**Second-Try Triumph—continued**

elected to cross the road just in time to contact the Lester-M G's nearside front wing, the impact breaking a stay on the light alloy wing, permitting it to flap. Having secured prior assurance from the authorities that to remove the wing would infringe no regulations, Harry Lester called Griffith in and ripped the offending component off in a trice.

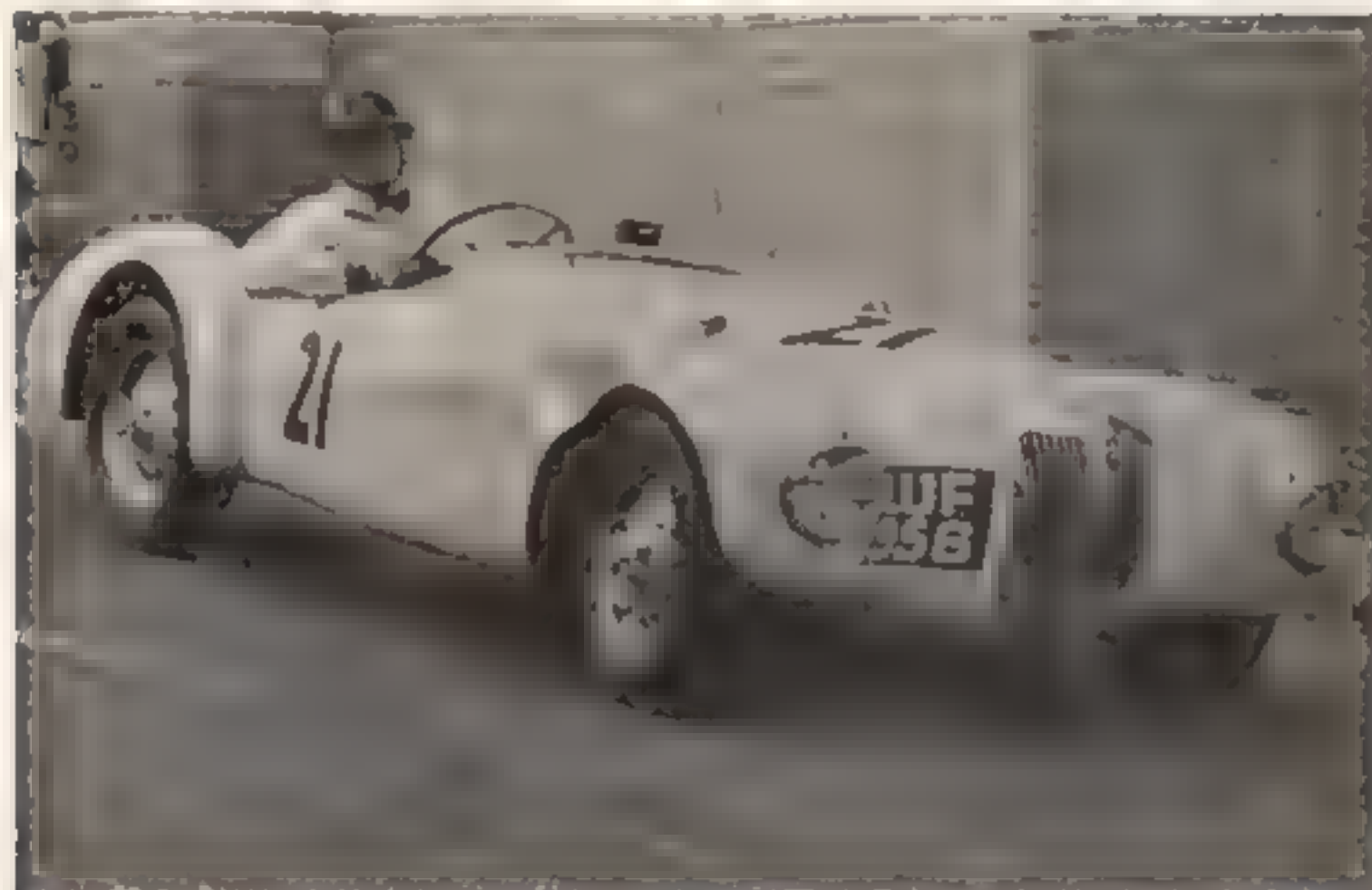
Another errant hound nearer the stands brought hearts into mouths as cars dashed by, until it was captured and hauled off to safety by a police sergeant. Griffith was still safely in the lead, while poor Moss, now far behind, next stopped for a new fan belt, adding a further 54 minutes to his mounting debit.

Geoff Duke was then seen to be coming slowly to his pit, when an ignition lead was changed, and he rejoined the race to the great joy of the grandstand crowds. Alas, a few more laps and the "sparks" trouble re-manifested itself, and Duke's fine run was ended.



**NEAR THING:** (Above) David Murray (XK 120 Jaguar) ran out of brakes at Onchan, turned left instead of right and hit a window frame with his tail, just stopping short of the crowd.

**I.O.M. DEBUT:** (Left) Mike Hawthorn, driving Len Potter's Frazer-Nash, took third place in his first race in the Isle of Man. The dent in the wing was acquired at Liverpool on embarkation.



By the 30th lap the "little 'uns" in the order Griffith, Ruddock, Leonard, appeared to have the race in their pocket, save for the threat of Hawthorn, who was driving beautifully in the Frazer-Nash, leading Salvadori and Mitchell comfortably in the 3-litre class, but was himself over four minutes behind Griffith. First and second of the over 3-litre cars were Ian Stewart and Scott Douglas in the Ecosse Jaguars. S. J. Boshier's similar car, which earlier had hit the Parkfield sandbags, now made a pit stop for some brakes and fuel, and the Moss Frazer-Nash was next assailed by fuel feed trouble, 11 minutes being spent in changing the pump.

Then Lionel Leonard's Cooper-M G drew in, sounding unhappy. "Blown gasket" was the dour verdict after a brief examination, and that put Mike Hawthorn up into third place. Ill-luck in the form of a broken fuel pipe then ended Ian Stewart's stylish run, despite "Wilkie's" energetic efforts, the second Ecosse Ecosse car driven by Scott Douglas thereupon assuming the lead in the big car class, far ahead of Boshier, Black and Holt.

Skelly's Jupiter then joined the retired list with valve trouble and Stirling Moss finally gave up the struggle and drove the 'Nash into the dead car park. Hawthorn was travelling magnificently, but a model refuel, carried out by his pit in 19 secs., diminished the threat to the Lesiers somewhat, and it was clear that, granted freedom from trouble, their positions were unassailable. Tension mounted as the race drew to its close. Five laps and the Griffith M G, tore past as strongly as ever. Four laps and Jackson's TC came in making "lucker tucker" noises, suggesting a big end gone. Three laps, with Hawthorn trying his hardest to close, but too far back. Two laps, one lap, then the long final round when at last victory for Pat Griffith and his Lester-M G was certain.

"Here he is"—a burst of cheering as "lucky No. 7" took the chequered flag, driver waving exultantly. Then Gerry Ruddock's Lester-M G, crossed the line second, 21 secs. behind—and sounding as if it were running out of fuel. At Parkfield it stopped, when it was discovered that the entire inlet manifold was about to detach itself! Lucky Lesiers, indeed!

Hawthorn's open-exhaust Frazer-Nash blared in next, a fine third and class winner, Salvadori was fourth, H. A. Mitchell fifth, and sixth came Sir James Scott Douglas in the first Jaguar, winner of the over 3-litre class. Of the 27 starters only 13 finished, emphasizing the gruelling nature of the Douglas circuit and the toughness of the small cars, six of which survived, compared to three in the 2-litre class and four in the over 3-litre class.

**RESULTS**

1. P. W. C. Griffith (1,467 c.c. Lester-M G.), 2 hrs. 54 mins. 0 secs., 64.20 m.p.h. 2. G. A. Ruddock (1,467 c.c. Lester-M G.), 2 hrs. 54 mins. 21 secs., 64.07 m.p.h. 3. J. M. Hawthorn (1,971 Frazer-Nash), 2 hrs. 54 mins. 52 secs., 67.88 m.p.h. 4. R. F. Salvadori (1,971 Frazer-Nash), 2 hrs. 56 mins. 20 secs., 67.31 m.p.h. 5. H. A. Mitchell (1,971 Frazer-Nash), 2 hrs. 57 mins. 42 secs., 66.79 m.p.h. 6. Sir James Scott Douglas (3,442 Jaguar), 2 hrs. 54 mins. 52 secs., 65.22 m.p.h. 7. W. H. Robinson (1,486 Jowett Jupiter), 2 hrs. 56 mins. 12 secs., 58.12 m.p.h. 8. J. T. K. Line (1,250 M.G. TD), 2 hrs. 56 mins. 47 secs., 56.61 m.p.h. 9. M. R. G. Llewellyn (1,250 M.G. TD), 2 hrs. 56 mins. 50 secs., 56.49 m.p.h. 10. J. Kelly (1,486 Jowett Jupiter), 2 hrs. 57 mins. 45 secs., 56.30 m.p.h. 11. S. J. Boshier (3,442 Jaguar), 2 hrs. 57 mins. 2 secs., 57.84 m.p.h. 12. W. B. Black (3,442 Jaguar), 2 hrs. 55 mins. 21 secs., 57.07 m.p.h. 13. E. W. Holt (3,442 Jaguar), 2 hrs. 56 mins. 38 secs., 51.39 m.p.h. **Fastest lap:** G. E. Duke (2,580 Aston Martin DB3), 3 mins. 18 secs., 70.53 m.p.h.

**Class Winners**

**Up to 1,500 c.c. (4 credit laps):** 1. P. W. C. Griffith (Lester-M G.); 2. G. A. Ruddock (Lester-M G.); 3. W. H. Robinson (Jowett Jupiter).





**TWO WHO WALKED IN**  
*Left: Moss and Duke talk it over*

W. J. Skelly (Jowett Jupiter), Stirling Moss (Frazer-Nash), G. E. Duke (Aston Martin), P. Jackson (M.G. TC), J. B. Swift (Jaguar XK 120), Ian Stewart (Jaguar XK 120)

**Non-Starters:** J. A. Cowap (Jowett Jupiter), E. W. Cuff Miller (Jowett Jupiter), J. H. Walton (Frazer-Nash), J. G. Reece (Frazer-Nash).

#### Results—continued

**Up to 3,000 c.c. (1 credit lap):** 1. J. M. Hawthorn (Frazer-Nash); 2. R. I. Salvadori (Frazer-Nash); 3. H. A. Mitchell (Frazer-Nash).

**Over 3,000 c.c. (Scratch):** 1. Sir James Scott Douglas (Jaguar); 2. S. J. Bostler (Jaguar); 3. W. B. Black (Jaguar).

**Retirements:** 1. W. K. Lund (M.G. T11); Duncan Hamilton (Jaguar XK 120C); J. C. C. Mayers (Lester M.G.); David Murray (Jaguar XK 120); L. Leonard (Cooper-M.G.); A. P. Hitchings (Cadillac Aillard); F. C. Davis (Cooper-M.G.); J. Buncombe (Healey).

**HAVE THIS ON ME:** (Right) Winner Pat Griffith receives a welcome home from Mike Hawthorn



## THREE RACES AT DUNDROD TOMORROW

**Nineteen Entries for Formula 1 Race, including B.R.M., Ferrari, Osca and Talbot**

ALL eyes will be on Dundrod tomorrow, 7th June, when the Ulster A.C. run the *News of the World*-sponsored Ulster Trophy race meeting on the magnificent 7½-mile road circuit outside Belfast. The results of the Albi G.P. last Sunday, when both B.R.M.s retired after leading, will arouse considerable anxiety in Ulster circles. The Dundrod organizers adhered to Formula 1 for the Ulster Trophy largely to give B.R.M. one of its few opportunities to race; their entry has aroused immense interest, and with opposition from Rosier's 4½-litre Ferrari, the Albi winner, the Thin Wall Ferrari, Bira's 4½-litre Osca and the three Talbots of Etancelin, Cabantous and Claes, a good race should result.

Mike Hawthorn will be driving his Formula 2 Cooper-Bristol, Kelly his Alta, Baird the 1½-litre blown Baird-Griffin and Griffin the 2-litre Ferrari "four". B.R.M. have

nominated Fangio and Moss to handle two of their cars. Should a third car run Gonzalez or Wharton may drive. Luigi Fagioli, who crashed badly at Monaco, was to have driven the Thin Wall Ferrari, but another driver will have to be appointed. Reg Parnell may take over.

The 1,300 c.c. scratch race has drawn 10 entries and the handicap event 32, including J. D. Barber (Cooper), Jack Walton (Frazer-Nash) and E. J. Wilkinson (E.R.A.). Racing starts at 11.30 a.m. with the scratch race, the handicap begins at 1.15 p.m., and the Ulster Trophy Formula 1 race, over 34 laps (252 miles), starts at 3 o'clock.

**MARCEL LESURQUE**, popular French driver, died following a heart attack brought on by escaping fumes in his car, during the closing stages of the Moroccan Rally.

#### ULSTER TROPHY BROADCASTS

**Saturday, 7th June**

**Home Service:** 11.25-11.45 a.m. On the 1,300 c.c. Scratch Race  
12.25-12.55 p.m. Finish of the 1,300 c.c. Race

**Light Programme:** 2.55-3.10 p.m. Start of the Ulster Trophy.  
4.12-4.30 p.m. Progress report  
4.58-5.00 p.m. Progress report  
5.45-6.00 p.m. Finish of the Ulster Trophy

#### COOPER BREAKS SINGAPORE HILL RECORD

NEIL MONCRIEFF, of Malayan Airways, broke the Gap Hill record on 11th May, 1952, with a time of 49.8 secs. He drove the 1,100 c.c. Cooper-J.A.P., which he jointly shares with J. A. Milne, who won the unlimited class with 51.36 secs. (record). J. A. Ferguson, in the ex-Rippon Cooper-J.A.P., who won the Johore G.P. was runner-up to Moncrieff in the 1,100 c.c. class. Lt.-Col. C. P. Vaughan, in the familiar ex-Fane single-seater Frazer-Nash, broke the 3-litre class record with 50.15 secs.

The event was marred by the crash involving Brian Hawes (Jaguar), in which three Malayan policemen were killed. Hawes himself has since died from his injuries.



Dennis Poore (Alfa Romeo) passing Joe Kelly (Alfa) in the Formule Libre race at Charterhall



## CHARTERHALL

Wins for Mike Hawthorn (Cooper-Bristol) and  
Ninian Sanderson (Cooper-Norton) in Racing.  
Car Events at Scottish Circuit Meeting

OVER 20,000 spectators went to Charterhall last Saturday for the World Event Committee's first National meeting on this circuit, three miles from Greenlaw. Star attraction was Mike Hawthorn, who lived up to his reputation by winning the 40-mile *Formule Libre* event with his Cooper-Bristol.

North of Scotland driver J. N. Lawrence (Cooper-M.G.) won the opening race, a five-lapper for sports-cars, with A. M. Calder (Riley) second, the last named having a duel with Ian Sutherland's TC M.G. The 2½-litre sports-car event went to Jack Walton, whose Frazer-Nash is having a fine run of successes. Mike Hawthorn drove Len Potter's cream Mille Miglia Frazer-Nash into second place, passing both Gillie Tyrer (BMW) and John Brown (H.W.M.) in the process. Tyrer retook Hawthorn but was again headed. Brown shot off the circuit and after regaining the road he came back behind J. R. Stewart (Officer) and Ian Hopper (Hopper Special).

Race No. 3 went to Ian Hopper, the blue Leat-powered car piling up a big lead over Lawrence's Cooper-M.G.

Big event of the day was the 20-lap *Formule Libre* race. Mike Hawthorn (Cooper-Bristol) went in front and stayed there. Ron Flockhart (E.R.A.) was troubled with an absence of rear brakes, but drove an excellent race. John Melvin (Frazer-Nash) dealt successfully with Brown's H.W.M. Brown then renewed his traditional duel with Tyrer, to the great delight of the crowd, already thrilled with the very fast cornering of the shirt-sleeved Hawthorn, and the efforts of Dennis Poore (Alfa Romeo) and Joe Kelly (Alfa) to catch the flying Bristol. Brown's engine started to splutter, and on lap 13 he was overtaken by Tyrer. Walton was a non-starter, finding dirt in his fuel.

Pat Melville (Vauxhall), G. G. McDonald (Bentley) and J. Gordon Lockhart (Bentley) played their T. in berry games all over again in the Vintage sports-car race, with McDonald leading the way.

A dozen Formula 3 cars came to the line for the 15-lap 500 c.c. race, the un-

lucky Cliff Carter (J.P.) arriving just too late to come under starter's orders after having some fuel troubles.

Ninian Sanderson (Cooper-Norton) shot to the lead with Jack McRae's Cooper J.A.P. and C. A. Swan's Cooper J.A.P. had long given J. R. second place for 12 laps when McRae lost his exhaust pipe. Jack Reece (Cooper-Norton) shot a fairly early headed through the field to take second place after 10 laps, which he held till the end. David Swan (Cooper J.A.P.) took a well-deserved third spot, driving steadily throughout.

Gillie Tyrer's BMW chalked up a good win in the unclassified sports-car. John Melvin did well to keep ahead of Walton for a couple of laps and also to keep Brown's H.W.M. at bay for the entire distance. Len Potter drove his own Frazer-Nash but did not compete at anything like the Hawthorn velocity. Sir James Scott Duggan's Jaguar, fresh from his I.M. success, came up from tenth to seventh place but lacked the acceleration and brakes of the speedy Frazer-Nashes and Tyrer's white BMW.

### A.N.F.

#### RESULTS

##### Sports-Cars

750 cc S and 1,300 cc L & J. N. Lawrence (Cooper-M.G.), 9 mins, 16.3 secs, (64.9 m.p.h.); 2, A. M. Calder (Riley); 3, Ian Sutherland (TC M.G.).

1,500 cc S and 2,500 cc L & J. Jack Walton (Frazer-Nash), 8 mins, 10 secs, (73.46 m.p.h.); 2, Mike Hawthorn (Frazer-Nash); 3, Gillie Tyrer (BMW).

1,200 cc S and 1,500 cc L & J. Ian Hopper (Hopper Sp.), 8 mins, 59.9 secs, (68.6 m.p.h.); 2, J. N. Lawrence (Cooper-M.G.); 3, T. B. Carson (Riley).

Unlimited: 1, Gillie Tyrer (BMW), 8 mins, 10.2 secs, (73.4 m.p.h.); 2, Jack Walton (Frazer-Nash); 3, John Melvin (Frazer-Nash).

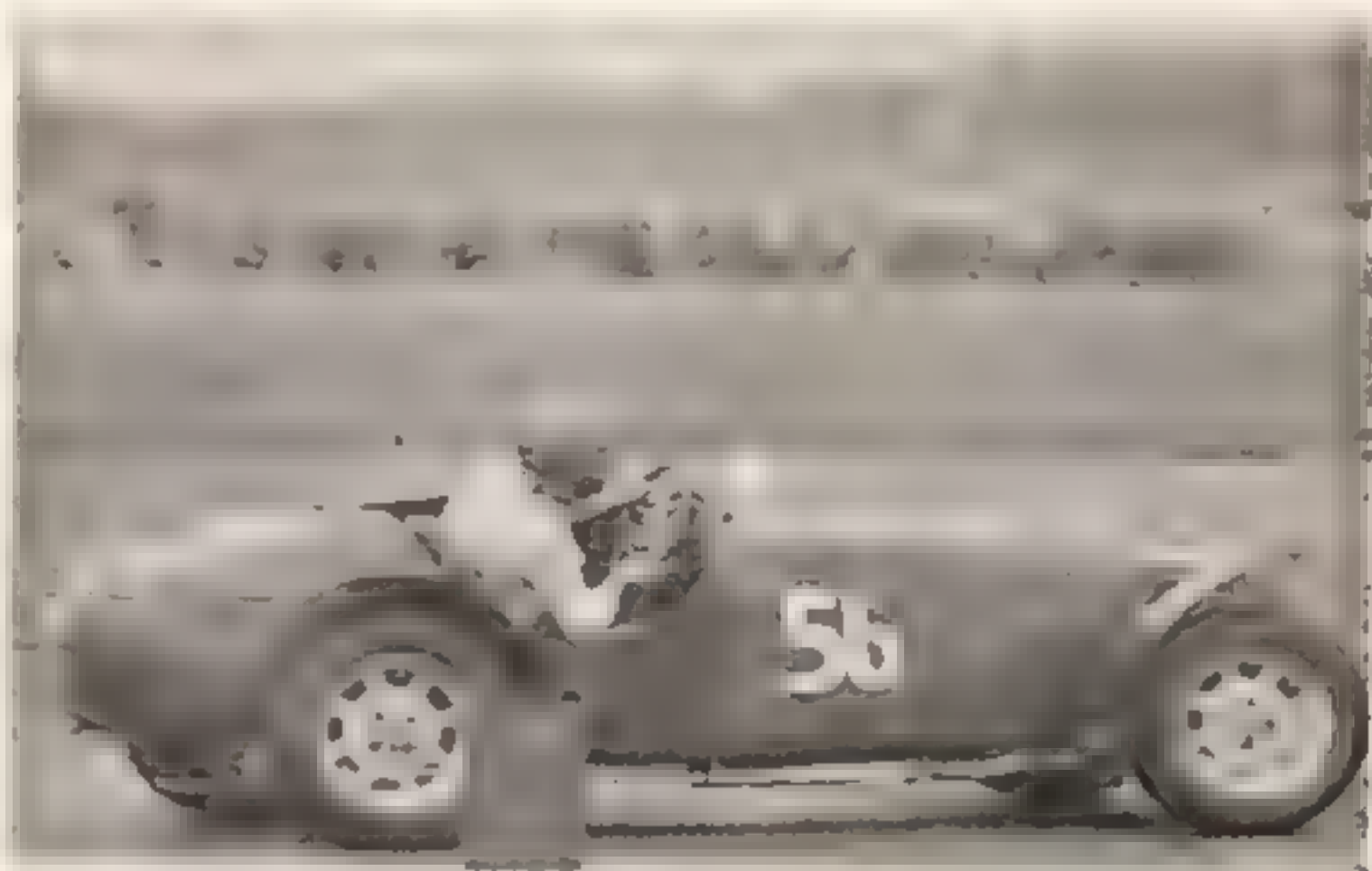
Saloons: 1, Edgar Wadsworth (Healey), 9 mins, 3.8 secs, (63.1 m.p.h.); 2, H. Havelock Slack (Healey); 3, G. S. Petrie (Alfa).

Vintage: 1, G. G. McDonald (Bentley), 9 mins, 2.6 secs, (66.3 m.p.h.); 2, Pat Melville (Vauxhall); 3, J. Gordon Lockhart (Bentley).

##### Racing-Cars

"Formule Libre": 1, Mike Hawthorn (Cooper-Bristol), 40 mins, 32.6 secs, (78.6 m.p.h.); 2, Dennis Poore (Alfa Romeo); 3, Joe Kelly (Alfa).

Formule 3: 1, Ninian Sanderson (Cooper-Norton), 25 mins, 26.3 secs, (71.1 m.p.h.); 2, Jack Reece (Cooper-Norton); 3, David Swan (Cooper J.A.P.).



J. N. Lawrence cornering with his Cooper-M.G. in a sports-car race in which he was placed second to Ian Hopper



**THAT MAN AGAIN**—Mike Hawthorn winning the 15-lap Formule Libre race for the Sussex International Trophy with his Cooper-Bristol



THE B.A.R.C.'s International meeting at Goodwood on Whit-Monday was notable for several things. To start with, it didn't rain, which would seem to have been a considerable privilege, to judge from reports of other holiday sports gatherings. Certainly a strong wind blew, and hats, hair and programmes flew, if not firmly secured, but rain—no, not until well after the meeting. Bob Gerard returned to winning form by taking both his heat and the final of the 500 International Trophy with his Cooper-Norton, then finished second in his E.R.A. in the *Formule Libre* race for the Sussex International Trophy. In this event Mike Hawthorn gave another demonstration of his skill and the pace of his Cooper-Bristol by winning easily from Gerard's 2-litre E.R.A., Poore's 1.8-litre Alfa Romeo and A. G. Whitehead's 1½-litre E.R.A., all supercharged cars. A considerable number of non-starters marred this and other events in the day's programme.

First race of the day was Heat 1 of the 500 International Trophy, contested over seven laps by an entry of 18 cars. In the front row were George Wicken and Bob Gerard (Cooper Nortons), H. L. Williams (Emeryson-Norton) and a newcomer, D. S. Shale, who had turned a remarkable practice lap in his new black Kieft in 1 min. 52.6 secs., a speed only bettered by Gerard with 1 min. 52.4 secs.

Wicken got away smartly, with Shale, Gerard, John Cooper and Williams in quick succession, the remainder massed behind. Shale and Gerard closed on Wicken in round one, and during the next lap the Kieft driver nipped past Gerard also displaced Wicken and after a further lap caught Shale near Woodcote Corner to lead the race to the end.

Heat 2 starters included the Kiefts of Parker, Annable and Westcott, Emery's Emeryson, Habin's Erskine-Staride, C. G. Arengo's newest Arengo 500, with alloy wheels, new body and J.A.P. engine, two Arnotts, Braid's

## GOODWOOD

**Bob Gerard Wins International 500 Heat and Final—Hawthorn (Cooper-Bristol) Beats the Supercharged Cars in Sussex Trophy "Formule Libre" Race**

Mackson, numerous Coopers, amongst them Ken Carter's and the two Gray brothers' and Bicknell's Revis J.A.P. Don Parker, in the front row, made a slowish start, Bicknell's Revis taking the lead at a cracking pace, only to lose it to Norman Gray. Round three and Ken Carter had got his Cooper ahead, with the Revis second and Don Parker now closing rapidly in fourth place. Another lap and, as by a miracle, the little man in his twin o.h.c. Norton-engined Kieft was leading—and there he stayed despite all efforts.

Carter did his best, till his car protested and he dropped back, so the Revis came second, while Derek Annable came up from nowhere in his cream Kieft to third position, heading Paul Emery and Carter. Before the Final of the 500 c.c. race,

two seven-lap sports-car handicaps were held. The first suffered the loss of two of the fastest runners in Duncan Hamilton's new C type Jaguar XK 120 and Ron Willis's BMW Bristol, both of which non-started, leaving H. A. Mitchell as scratch man in his "Replica" Frazer-Nash, with 1 min. 32 secs. to make up on the limit runner, P. G. A. Bucknall (blown M.G. Magnette), and 1 min. 30 secs. on J. B. de Edward's Healey Silverstone. Though Mitchell strove mightily, making fastest lap at 78.4 m.p.h., the limit men eluded him, Edwards just catching Bucknall to win.

A Healey Silverstone also won the second handicap, driver W. D. R. Lamb, whose pace comfortably stayed off the Lester-M.G. challenge, led by Jim Mayers from the scratch mark. Mayers had 2 mins. 24 secs. to make up on the limit man, and his effort to achieve it was the highlight of the race. Metcalfe also tried hard and lay second until Lamb and Brooks (Healeys) caught him. Jim Sparrowe's Morgan ran unhappily, smoke issuing from the bonnet louvres, although he kept going through most of the race.

Came the 15-lap Final of the 500 International Trophy, with Gerard and Wicken (Coopers), Shale (Kieft) and Williams (Emeryson) taking pride of place in Row 1 of the grid. Something vital went on Carter's Cooper when push-starting, which put him out of the race before it started, leaving 21 cars to run. When the flag fell all made a wonderful start, rushing into Madgwick in a tight mass, Shale, Gerard and Revis were well to the fore, but Bob Gerard soon detached himself and led the pack on lap one, Wicken, Bicknell and Emery



**DOUBLE WINNER** Bob Gerard (Cooper-Norton) won both his heat and the final of the 500 International Trophy





**PERFECT START** 500s getting away in the Final of the Trophy race. In the front are Bob Gerard (No. 4) and D. V. Shale (53) with George Wicken (39), R. G. Bicknell (49) and H. L. Williams (63) in the second row.

#### **Goodwood—continued**

hard in pursuit. The Leicester driver had all the laps on, however, and declined to be caught. The Revis dropped back. Paul Emery made a gallant attempt to take Wicken, then held third place for three laps, dropped to fifth, then dropped out altogether. Williams in the other Emersony bus, harassing Bicknell, became himself harassed when a chain came off its sprocket. Other retirements were Shale and Headland (Kiefts), and Norman Gray (Cooper).

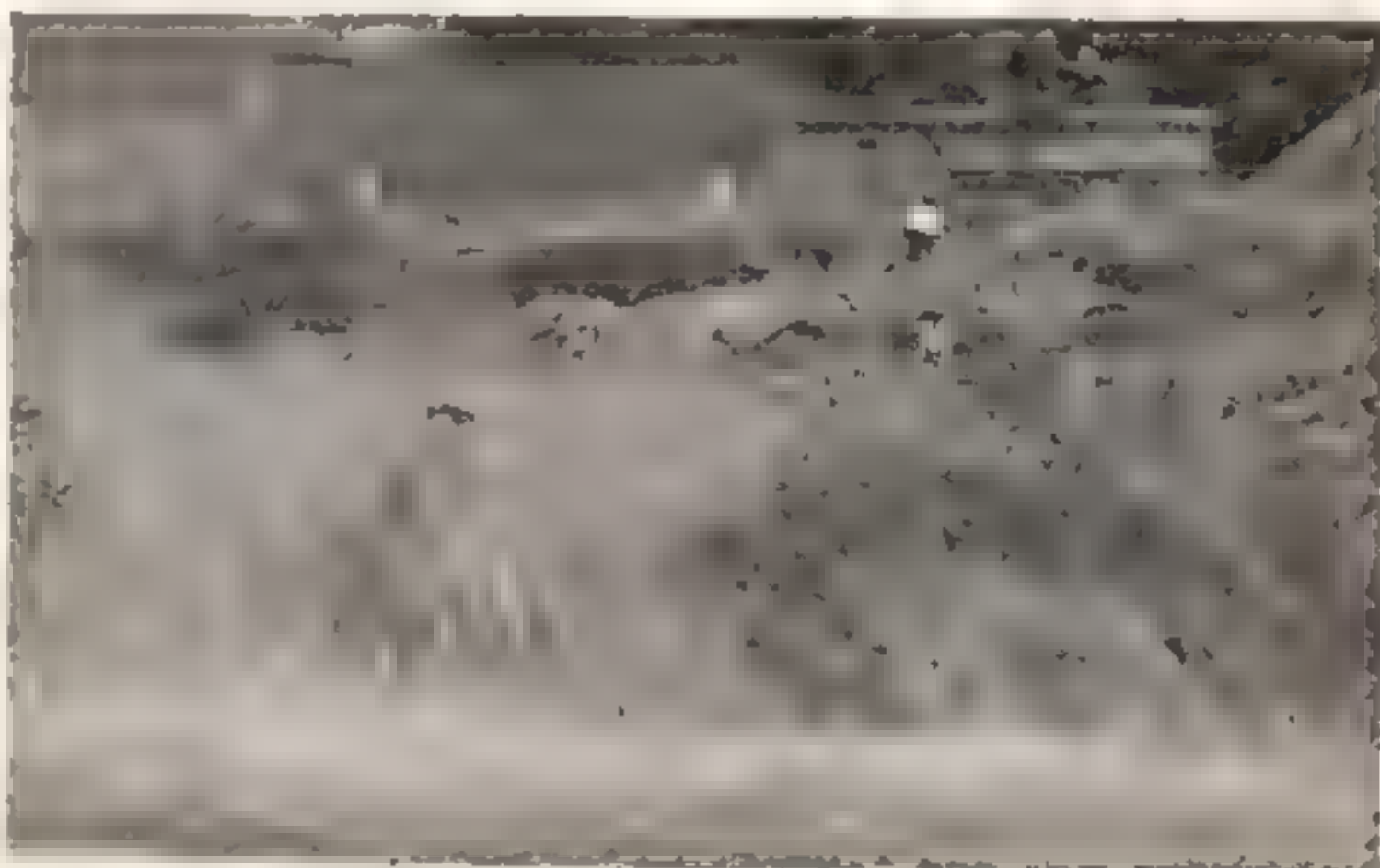
Gerard was going beautifully in the green Cooper-Norton, slightly extending his lead over Wicken. By the ninth lap he was within sight of tail-ender T. J. Clarke's swing-axled C.B.P., and on lap 10 he made to pass him, waving energetically for room and eventually slipping by on the inside at Madgwick. Now Don Parker was making a strong bid for a place, first catching the Revis, then going after Wicken. The field had thinned considerably by the 10th lap and all eyes were on the dark red Kieft in third place. By round 13 Parker was within 3 secs. of Wicken, then with one lap to go he turned practically a complete circle coming through the Chicane, held it and continued, that put paid to his chances of snatching second place from Wicken and the race finished in the order Gerard, Wicken, Parker, Bicknell, Annable, Gill (Mackson), while John Cooper and Les Leston crossed the line together in an exciting photo finish.

**SEEING GLORIOUS GOODWOOD**  
O. E. Simpson's Allard out to grass during the first sports-car handicap race.

So to the Formule Libre scratch race for the Sussex International Trophy, a disappointing race so far as entries went. Originally intended to be run in heats and a final it became a straight 15-lapper with 21 nominations. Of these eight non-started, including the Thin Wall 44-litre Ferrari, Bird's 2-litre four-cylinder Ferrari, Crowther's ex-Rolt 1.4-litre Alfa Romeo and Black's Connaught.

However, with Poore's big 3.8-litre Alfa, Gerard's 2-litre E.R.A.,

Graham Whitehead's 1.1-litre E.R.A., Rolt's Delage, Tony Gaze in a 1951 H.W.M. and the redoubtable Mike Hawthorn with his 2-litre Cooper-Bristol included in the 13 starters, the race promised well. Dennis Poore's Alfa, the Cooper-Bristols of John Cooper and Hawthorn and Rolt's Delage headed the grid and when the flag was dropped Bob Gerard shot forward from the second row to challenge Poore for the lead, with Hawthorn worrying at his tail.



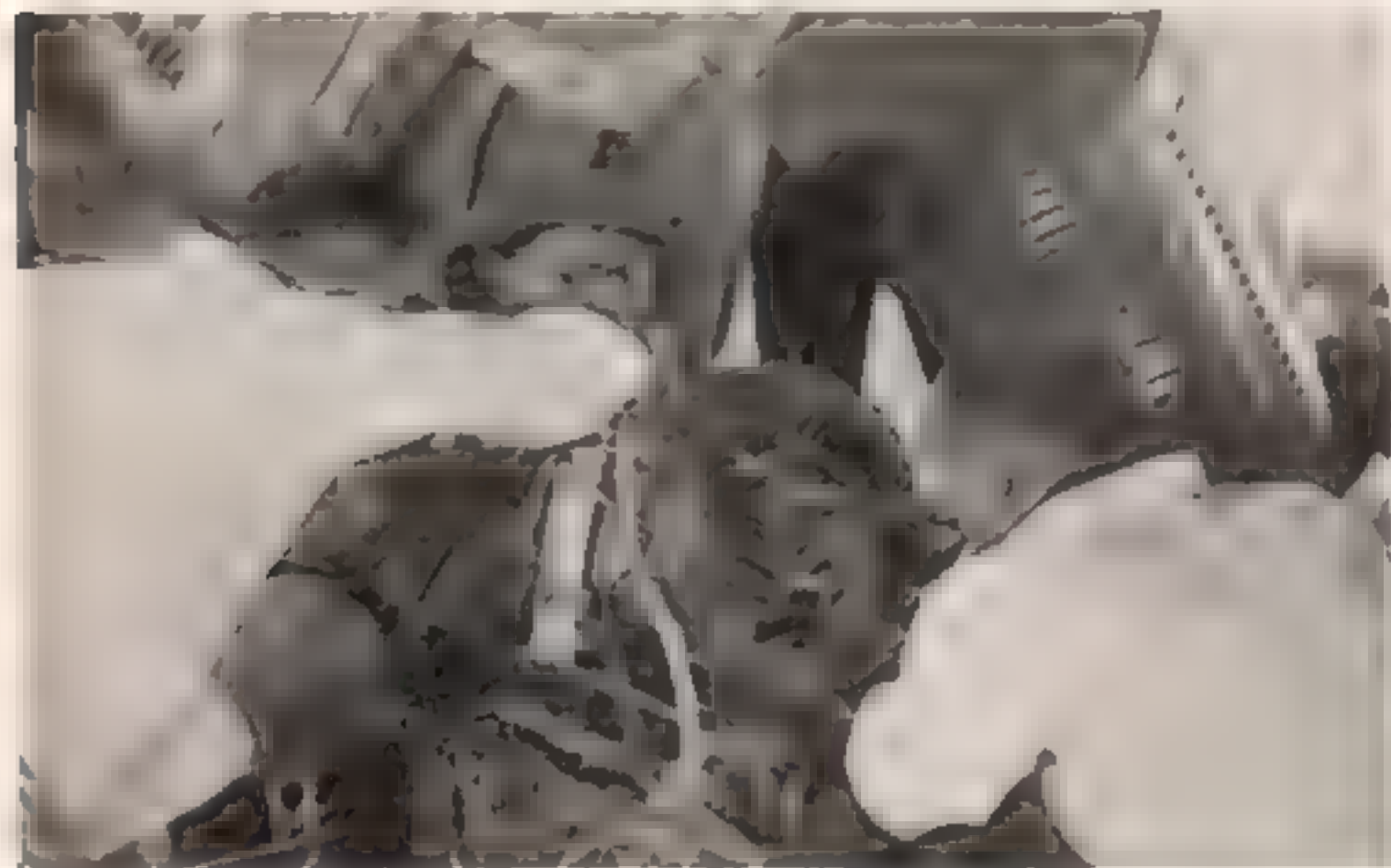


At St. Mary's Corner there was barely a length between the Alfa, the E.R.A. and the Cooper; at Lavant Gerard made his bid to pass, overslid, and in a trice Hawthorn had nipped through, and shortly after swept past Poore to lead the race. Drifting his corners superbly, the little car emitting a healthy rasp and accelerating like a bullet, Mike Hawthorn never lost that lead from then to the 15th and final lap and the chequered flag.

Dennis Poore's big straight-eight Alfa

**ST. MARYS:** (Right) A new view of Goodwood, showing 500M rounding the only left-hand bend on the Goodwood circuit.

**CHECK:** S. Proctor measuring the bore of George Wicken's Norton engine



showed tremendous acceleration out of the turns, but manhandling the heavy car through them cost him seconds per lap. Gerard passed him on the third round, while Graham Whitehead moved up to fourth place. Tony Rolt in the deep-toned E.R.A.-engined Delage had made a slow start, but was picking up places assiduously, dealing successively with Cooper's Cooper, McAlpine's Connaught and Kelly's Alfa, until he disappeared on the eighth lap when lying fifth. By then Hawthorn was already amongst the tail-enders, lapping Watkins's Allard, Eric Thompson in R. Walker's nicely re-bodied 3½-litre Delahaye and Webb's Turner.

Twelve laps and the Cooper-Bristol was well ahead, Gerard was next up, going strongly but unable to match the pace of the new Formula 2 car. Poore was still third, now a considerable distance behind, while Whitehead, astern, gained on braking going into the turns and lost again coming out of them. Nigel Mann (Monza Alfa) had retired early, and Gaze (H.W.M.) gave up two laps before the end. Last lap, and Hawthorn came through the Chicane, as polished as ever; out went the flag to mark another victory for Goodwood's—and Britain's—newest star. Gerard was a popular second, and Poore, Whitehead, McAlpine and Kelly followed in.

#### GOODWOOD RESULTS

**Event 1. 500 International Trophy, Heat 1 (7 laps):** 1. R. Gerard (Cooper-Norton), 3 mins. 4.4 secs. 2. G. H. Wicken (Cooper-Norton), 11 mins. 6.8 secs. 3. D. N. Shale (Kieft), 11 mins. 11.6 secs. 4. H. L. Williams (Cooper-Norton), 11 mins. 21 secs.

**Fastest lap:** Gerard (Cooper) 1 min. 50 secs. (75.4 m.p.h.)

**Event 2. 500 International Trophy, Heat 2 (7 laps):** 1. D. Parker (Kieft-Norton), 13 mins. 23.4 secs. 2. R. A. B. (Kieft-Norton), 13 mins. 24 secs. 3. D. F. Annable (Kieft-Norton), 13 mins. 24.8 secs. 4. P. R. Emery (Cooper-Norton), 13 mins. 24.6 secs.

**Fastest lap:** Parker (Kieft) 1 min. 51.8 secs. (72.2 m.p.h.)

**Event 3. First Whitson Handicap (Sports-Cars) (7 laps):** 1. J. B. de F. (2.44) Healey, 2 mins. 4.4 secs. 2. P. G. A. (2.44) M.G., 2 mins. 4.4 secs. 3. A. D. Ticker (2.44) Healey, 1 min. 13.4 secs. 4. D. H. (2.44) Healey, 1 min. 14.4 secs. 5. D. H. (2.44) Healey, 1 min. 14.4 secs.

**Fastest lap:** H. A. Mitchell (Frazier Nash), 1 min. 40.2 secs. (75.40 m.p.h.)

**Event 4. Second Whitson Handicap (Sports-Cars) (7 laps):** 1. W. D. R. (2.44) Healey, 4.4 mins. 15.4 secs. 2. R. A. B. (2.44) Healey, 4.4 mins. 15.4 secs. 3. C. F. M. (2.44) Healey, 4.4 mins. 15.4 secs. 4. A. S. (2.44) Healey, 4.4 mins. 15.4 secs. 5. C. F. M. (2.44) Healey, 4.4 mins. 15.4 secs.

**Fastest lap:** J. C. C. Mayall (Lester-M.G.), 1 min. 42.8 secs. (76.60 m.p.h.)

**Event 5. 500 International Trophy, Final (15 laps):** 1. F. R. Gerard (Cooper-Norton), 4.4 mins. 4.4 secs. 2. G. H. Wicken (Cooper-Norton), 2 mins. 54 secs. 3. D. Parker (Kieft)

**Heat 2 (7 laps):** 1. R. A. B. (Kieft-Norton), 13 mins. 23.4 secs. 2. R. A. B. (Kieft-Norton), 13 mins. 24 secs. 3. D. F. Annable (Kieft-Norton), 13 mins. 24.8 secs. 4. P. R. Emery (Cooper-Norton), 13 mins. 24.6 secs.

**Fastest lap:** D. Parker (Kieft) 1 min. 48.4 secs. (74 m.p.h.) New Record.

**Event 6. Silver International Trophy "Formula 1":** 1. M. Hawthorn (971 Cooper), 22.2 mins. 2. R. Gerard (970 E.R.A.), 25 mins. 24.8 secs. 3. R. D. Poore (1010 Alfa Romeo), 26 mins. 19 secs. 4. A. G. Whitehead (1450 E.R.A.), 26 mins. 22.6 secs.

**Fastest lap:** Hawthorn (Cooper-Bristol), 1 min. 59 secs. (72 m.p.h.)

#### AUTOSPORT £200 CHAMPIONSHIP

**Don Parker's Big Lead—Kieft Driver Collects 16 Points Over the Week-end**

WITH a victory at Snetterton, third place and a lap record at Goodwood, Don Parker (Kieft) moves to the head of the 500 c.c. Championship table with a total of 34 points—15 more than the runners-up, Headland and Moss. Ninian Sanderson (Cooper) with a victory at Charterhall now has 16 points, and ties with S. Lewis-Evans (Cooper) for third place.

The full table will be published next week following receipt of the finishers in the 81-mile Snetterton race, and details of the fastest (or record) laps there and at Charterhall.

**CHARLES POZZI** and Vincent jointly won the Casablanca 12 hours race for sports-cars, driving a 4½-litre Talbot. The race was run over the Anfa circuit.

**A FRAZER-NASH** driven by Wyndham Hewitt won the Aix-en-Provence Rally which ended at Madrid on 31st May. The event included a climb of Mont Ventoux.

**THE Formula 2 G.P. of Rome**, due to take place on 15th June, has been cancelled.



# MONTI

Multiple Pile Up Wrecks British  
Marzotto (Ferrari) and Manzoni



IT was not a happy week-end for British cars in the two sports-car races at Monte Carlo. Stirling Moss (Jaguar) was involved in a multiple crash, and was later disqualified for receiving outside assistance. For once the Aston Martins did not display their usual 100 per cent reliability, and fell victim to overheating troubles. The race was won by Vittorio Marzotto (2.7-litre Ferrari), the Modena cars also filling the next four places. Britain's best was Tommy Wisdom (Jaguar) who finished sixth.

Robert Manzoni (1½-litre Gordini) won the Prix de Monte Carlo race after an exciting battle with Bordoni (1.3-litre Osca). Moss (Frazer-Nash) had the cruel luck to have his near-side rear wheel come loose, after the bolt holes became elongated. He lay second to Bordoni for 15 laps. Tony Crook and David Clarke (Frazer-Nashes) finished in third and fifth places respectively.

Veteran driver Luigi Fagioli received serious injuries when his Ferrari crashed coming out of the tunnel, and at the time of going to press his condition was giving rise to anxiety.

## PRIX DE MONTE CARLO

THERE were hopes of a British victory in the Prix de Monte Carlo, for cars up to 2-litres. Fastest practice lap was by Stirling Moss (Frazer-Nash) with 2 mins. 4.7 secs., whilst David Clarke (Frazer-

GREEN TO THE FORE. (Above) Watched by H.R.H. Prince Rainier of Monaco in the Royal Box, Stirling Moss (Frazer-Nash), Bordoni (Osca) and David Clarke (Frazer-Nash) get away at the start of the 65-lap Prix de Monte Carlo.

BLUE VICTORY. (Right) Robert Manzoni coming out of the Qual des Fats-Units corner with the winning 1½-litre Gordini.

Nash) did 2 mins. 7.3 secs., to put him on the front row with Bordoni (Osca) and Moss. The actual grid positions were as follow:

Clarke (Frazer-Nash)	Bordoni (Osca)	Moss (Frazer-Nash)
Valenzano (Lancia)		Crook (Frazer-Nash)
Ippocampo (Lancia)	Bordoni (Osca)	Crook (Frazer-Nash)
Beccuati (Lancia)		Schoenborn (Simca-Gordini)
Crook (BMW)	Picard (Porsche)	Ammendola (Lancia)
Vizzi (Simca)	Prion (D.B.)	Farnaud (Ferrari)
Heurtaux (Veritas)		Gignotti (D.B.)
	Manzoni (Gordini)	Maren (D.B.)

Robert Manzoni was relegated to the back row. Although he did a 2 mins. 4.0 secs. lap, this was not achieved on the Gordini with which he elected to start.

Only Heurtaux (Veritas) failed to move off the line immediately as the 20 cars crackled off from the massed start on the Boulevard Albert I. Bordoni (Osca) took the lead, closely followed by Moss (Frazer-Nash), Clarke (Frazer-Nash), Valenzano (Lancia), Ippocampo (Lancia), Castellotti (Ferrari) and Clarke (Frazer-Nash), in that order.

Manzoni (Gordini) tore through the

field to such purpose that after one lap he was in eighth place. Bordoni's starting lap was covered in 2 mins. 18 secs., and the little red car was 6 secs. ahead of Moss's Frazer-Nash after two laps.

First casualty was Picard's Porsche which came into the pits after four laps with axle trouble, and remained there till the end of the race.

Manzoni's pace was tremendous in the blue Gordini. After three laps he was fourth, and five laps, third, close behind Moss, the latter shadowing Bordoni, who was lapping consistently around the 2 mins. 4 secs. mark, his third tour being covered in 2 mins. 3.5 secs.

At 10 laps, Bordoni led Moss by 7 secs., with Manzoni 4 secs. behind the Frazer-Nash. Crook had managed to pass Valenzano's Gran Turismo Lancia and lay in fifth place behind Clarke. Ippocampo (Lancia) hit something somewhere, and called in at his pit to have temporary body repairs, falling back to 13th place.

Moss was being relentlessly stalked by Manzoni, and for lap after lap the two cars were scarcely more than a second apart. With loud cheers from the very partial crowd, the Gordini driver moved up to second place on lap 15. Frazer-Nashes then occupied third, fourth and fifth places.

Marcel Becquart's Jupiter was going extremely well and, in 11th place, was holding off Farnaud's Ferrari and





# CARLO

es in Grand Prix - Victories for  
(ini) - Moss's Unlucky Week-end



Cotton's very special BMW. Viazzi's taxi-looking Simca Huť was circulating quietly, in direct contrast to Count Schoenborn's Simca-Gordini, the noisiest car in the race.

The struggle between Manzon and Moss left the crowd on tiptoes of excitement. On lap 21, the Frazer-Nash regained second place, both Moss and Manzon covering a lap at 2 mins. 18 secs. Two laps later, the Gordini once more moved into second place. All this time, the Osa led by just over 5 secs. Crook and Clarke were having difficulty in keeping Valenzano at bay, the blue Lancia possessing remarkable speed on the downhill section past the Casino, and on the sea-front straight.

At 29 laps, Bordoní lapped both Clarke and Crook, who were passed a lap later by Manzon and Moss. Behind Valenzano, Castellotti and Biondetti were engaged in a wheel-to-wheel duel with their black Ferraris. Incidentally, for some odd reason, many of the cars were not being raced in their international colours!

Moss was gradually dropping back behind Bordoní, and on his 29th lap stopped at the pits with his nearside rear

## PRIX DE MONTE CARLO

(65 laps, 204.425 kilometres)

1. Robert Manzon (1,490 Gordini), 2 hrs. 13 mins. 28.5 secs. (57.43 m.p.h.)

2. Franco Bordoní (1,315 Osa), 2 hrs. 13 mins. 31.9 secs.

3. Tony Crook (1,971 Frazer-Nash), 64 laps

4. Valenzano (1,900 Lancia Aurelia), 64 laps

5. David Clarke (1,971 Frazer-Nash), 63 laps

6. Biondetti (1,900 Ferrari), 63 laps

7. Count Schoenborn (1,490 Simca Gordini), 62 laps, 8. Ippocampo (Lancia Aurelia), 9. Ammendola (Lancia Aprilia), 10. Marcel Becquart (Jupiter R1), 11. Farnaud (Ferrari), 12. Castellotti (Ferrari), 13. Cotton (BMW), 14. Penon (D.B. Panhard), 15. Heurtault (Veritas)

Fastest Lap: Manzon, 1 min. 58.6 secs. (59.66 m.p.h.)

1,500 c.c.: 1. Manzon; 2. Bordoní; 3. Schoenborn; 4. Becquart (Jupiter), 61 laps; 5. Viazzi (Simca), 43 laps

750 c.c.: 1. Penon (D.B.), 53 laps; 2. Gignoux (D.B.), 43 laps

wheel wobbling violently. Mechanics worked feverishly to remove the wheel, and he restarted in eighth position, calling in once more a lap later Manzon then began to overhaul Bordoní. Moss retired on lap 47, when the Osa led the Gordini by nearly 10 secs. Two laps later, Manzon cut this down to 1.75 secs., and, to the accompaniment of frenzied cheering from the crowd, put his little blue car in the lead on lap 53.

Bordoní never gave up trying, and kept on the tail of the Gordini till the end. Tony Crook was having great difficulty in trying to pass Valenzano (Lancia), who had managed to edge ahead of both Frazer-Nashes. Clarke discovered his oil pressure zeroing during braking, and wisely did not attempt to push his car to the limit.

The Lancia driver was determined to keep in front of Crook, who sounded his horn, shook his fist and on one occasion stood up in the car and yelled himself hoarse. At the waterfront hairpin, the two cars almost collided, but Crook managed to cut in front and stayed there till the end.

When Manzon set off on his last lap,

the crooks started up to make certain of their 100,000 francs finishing money, one D.B. hiccupping along on about half of one cylinder!

## GRAND PRIX DE MONACO

When the cars lined up for the Grand Prix, it was seen that the yellow and red Pegaso saloons from Spain were missing, both being disappointing in practice. Pole position was taken by Pierre Levegh, in the new Le Mans streamlined Talbot, who lapped in 2 mins. 0.2 secs., just 0.3 secs. faster than Stirling Moss (Jaguar).

Stagnoli (Ferrari)	Moss (Jaguar)	Levegh (Talbot)
Manzon (Gordini)		Parnell (Aston Martin)
Pagnibon (Ferrari)	R. Wiet (Talbot)	Machin (Aston Martin)
Carini (Ferrari)	Cotton (BMW)	Regen (Ferrari)
Lucas (Ferrari)	Carini (Aston Martin)	Moss (Ferrari)
Wiet (Jaguar)		Hume (Aston)
Cotton (DeSovere)		Mascarenhas (Aston)

Moss made a lightning getaway in a most ragged start, with all cars creeping up before the flag fell, and when the field came round for the first time, the Jaguar was in the lead, followed by Stagnoli (Ferrari), Pagnibon (Ferrari), Manzon (Gordini), Carini (Ferrari), Levegh (Talbot) and Parnell (Aston Martin). Next lap, and Levegh stopped at the pits, the Talbot misfiring badly. This was the first of many stops, and the new car was later withdrawn with a broken camshaft.

Moss was driving impeccably, with a couple of 2.7 Ferraris on his tail. Robert Manzon in the brand new, 2.4-litre, twin-o.h.c., six-cylinder Gordini was passed by Carini (Ferrari), but looked to have the speed to overtake whenever he felt inclined.

Stagnoli was gradually falling back, and after six laps, the Ferrari was 8 secs. behind Moss. On lap seven, he left his braking too late at the waterfront hairpin, and rammed the wall. Manzon had repassed Carini and now moved into second place, 23 secs. behind Moss. Then Bracco (Ferrari) who had sat up all night at Pagnibon's bedside, retired with locking brakes and suffering from fatigue. Reg Parnell (Aston Martin)



TYPE C Stirling Moss (Jaguar) who led the Grand Prix for the first 24 laps, on the Quai Albert Ier





*Bordini's twin-o.h.c., 4-cyl., 1.3-litre Osca on the Qual Albert ler. The Italians led the Prix de Monte Carlo race for 53 out of the 65 laps*

#### Monte Carlo—continued

stopped at the pits with overheating bothers, Peter Collins (Aston Martin) halting for the same reason. The Portuguese driver Mascarenhas's Allard-Ardun was reported to be on fire, but he arrived safely at the pits and was won away.

Then began a wonderful drive by Manzoni. He started taking over a second a lap back from Moss, and at 20 laps only 7 secs. separated them, and Castellotti was also closing up fast. Pagnibon (Ferrari) stopped to change a front wheel, and dropped from fourth to 12th place.

It was now obvious that Manzoni was going to catch Moss. His 17th lap was covered at 1 min. 57.4 secs., his 20th at a second less, and on lap 24, the Gordini swept past the Type C Jaguar on the fastest part of the course, along the waterfront.

#### The Saint-Devote Crash

There now happened an incident which changed the entire course of the event. Reg Parnell's engine emitted great clouds of smoke and he came to rest at Saint-Devote corner. Realizing that the car was partially blocking the road, he manhandled it to a space between the straw bales. The marshalling was pathetic, and no one attempted to warn approaching cars. A waiter from a nearby restaurant rushed out and began to wave a table-cloth, and the crowd in the tribune gesticulated with programmes.

Fuel leaking from Mascarenhas's Allard had softened the tar, causing the corner to be extremely slippery. Parnell shouted to officials to help him get the Aston Martin further off the road, but they insisted that a crane would be required. Reg said a few rude words, and lifted the tail of the Aston.

At that moment, Stagnoli (Ferrari) spun round on the soft tar and hit the Aston Martin. Manzoni, approaching at high speed, dodged the Ferrari but also crashed into Parnell's car, and Moss,

right on his tail, did likewise. Tony Hume (Allard) also became mixed up in the mêlée, and there were five cars littering the corner. Parnell was pinned against a straw bale and suffered a severely bruised leg, whilst Hume damaged his hand.

Stagnoli restarted, but Manzoni's car was badly wrecked. Moss had his wings crushed on to the front wheels, and was helped by a couple of British spectators to get going again. Hume's Allard was rendered *hors de combat*.

This alarming pile-up put Castellotti in the lead, with Ferraris filling the next four places. Moss came slowly into the pits, and the Jaguar mechanics worked desperately to make the damaged car roadworthy. He rejoined the race and began to lap around the 2 mins mark.

For some odd reason, he was permitted to circulate for 20 laps more before he was given the black flag, the reason being that he was alleged to have received outside assistance.

This was a most unpopular decision. Regulations are made to be enforced but the general opinion was that it was a harsh decision, particularly as the helpers were merely trying to clear the road by getting the Jaguar going again.

With Moss's exodus, all hopes of a British victory vanished. Both Macklin and Collins had lost much time at the pits, whilst Tommy Wisdom, driving his usual very steady race, was not lapping fast enough to get amongst the leaders.

The race then settled down to a battle of the 2.7-litre Ferraris. Vittorio Marzotto began to close up on Castellotti, whilst Brondetti took over Stagnoli's car, then in third place. Louis Rosier handed over a very sick-sounding Talbot to Maurice Trintignant. Pagnibon left the road near the Casino, and tore down a length of fencing before regaining the circuit.

Marzotto took the lead on his 46th lap, and after several passing and re-passing acts with Castellotti, finally won at 58.5 m.p.h., putting up a sports-car lap record on his 90th tour of 1 min. 56.4 secs. (60.75 m.p.h.). Lance Macklin

retired near the end, but Peter Collins plugged on in the sole remaining Aston Martin to take seventh place, two laps behind Tommy Wisdom.

#### G.P. DE MONACO

1. Vittorio Marzotto (2.7 Ferrari), 100 laps, 3 hrs. 21 mins. 28.4 secs. (58.5 m.p.h.)

2. Bruno Castellotti (2.7 Ferrari), 100 laps, 3 hrs. 21 mins. 43.9 secs.

3. Antonio Stagnoli Clemente Brondetti (2.7 Ferrari), 98 laps

4. Pierre Lucas (2.7 Ferrari), 96 laps

5. Pagnibon (2.6 Ferrari), 95 laps

6. Tommy Wisdom (3.5 Jaguar Type C), 94 laps; 7. Peter Collins (2.6 Aston Martin), 92 laps; 8. R. Cotton (3.6 Delahaye), 85 laps

Fastest Lap: Marzotto, 1 min. 56.4 secs. (60.75 m.p.h.)

Retirements: Levegh (Talbot, 5 laps; Bracco (Ferrari), 8; Parnell (Aston Martin), 18; Hume (Allard), 22; Manzoni (Gordini), 24; Rosier/Trintignant (Talbot), 37; Carini (Ferrari), 37; Moss (Jaguar), 46; Mascarenhas (Allard), 64; Macklin (Aston Martin), 73.

**MONACO MUSINGS:** Something dreadful happens to the Pegasos on corners, the Spanish cars developing violent wheel-flaps. Both entries non-started. Manzoni's 1.3-litre Gordini was a 1946 Simca, with the twin-o.h.c. cylinder head. . . . His G.P. two-seater was the new 2.4-litre twin-o.h.c. '52 with five-speed gearbox, torsion-bar suspension—will be one of the Le Mans cars. . . . Ferrari entries almost non-started *en bloc* owing to the refusal of the authorities to permit them to run with smaller-section tyres on the front wheels. In the end the drivers complied with the regulations. . . . Levegh's Talbot is the 1952 Le Mans streamlined two-seater, with two plugs per cylinder. . . . There was doubt as to whether or not crash-hats were compulsory for saloon-car drivers. It appears that an F.I.A. supplementary regulation states that they are not obligatory. . . . The crowd was the smallest seen for many years at the Grand Prix. . . . Polished driving of young David Clarke (Frazer-Nash) was the subject of favourable comment by other drivers. . . . The latest 2.7-litre Ferrari is a very fast car indeed. . . . According to Vittorio Marzotto, the rumoured 4-cylinder "Offy" 4-litre Ferrari for Le Mans is a myth. Piero Taruffi's Mille Miglia machine was a new V-12, 4.1-litre. . . . All three "works" Aston Martins for Le Mans will be 2.9-litres.

**SPORTS-CAR** race at Rheims on 29th June will be over 50 laps of the improved Rheims-Gueux circuit which measures 4.58 miles. There will be three classes, for cars up to 750 c.c., up to 2-litres and over 2-litres.

**FIRST** entries for the G.P. of Europe at Spa on 22nd June include three Cooper-Bristols, to be driven by Brandon, Brown and Hawthorn.



**L**ANCIA enthusiasts, of whom there are many in this country, are among the most faithful of one-make addicts. There has been a logical continuity of design ever since the first "Lambda" of 1921, and most of the unconventional features that endeared those early models to connoisseurs are still to be found in the latest production. I have been literally bombarded with requests for a road-test of the Aurelia, and so I took the opportunity of putting a privately owned example through its paces recently. Naturally, I could not test the car so extensively as if it had been a works demonstrator, but with 20,000 miles behind it with-



## The LANCIA AURELIA

**An 85 m.p.h. Touring Saloon with  
a Thoroughly Sporting Performance**

### John Bolster Tests

out decarbonization, it could be regarded as a very average sample of the marque.

Let me emphasize, straight away, that this was not the "Gran Turismo" type that performs with distinction in races, but the normal four-door saloon that lucky Italians buy for the equivalent of about £1,000. The general design is identical, however, except that the speed model has a slightly larger engine, giving 75 b.h.p. at 5,000 r.p.m. on a compression ratio of 8.4 to 1. The wheelbase is 8 in. shorter, and the coupé body has two doors only, but all the main components are the same for both models.

The Aurelia is such an individualistic machine that a brief technical description may not be amiss at this

point. The independent front suspension is just like that of the old Lambda, inasmuch as the stub axles slide on guides that also form the king pins. Hydraulically damped coil springs are still the suspension medium, and the only visible improvement relates to the shock absorbers, which now have a very wide range of adjustment, and are replenished with oil from a tank under the bonnet. There is a forward-mounted track rod as of yore, which robs the steering geometry of theoretical perfection, but this has no adverse effect on handling.

The traditional chassis-cum-body is retained, and is largely of light

alloy construction. Independent rear suspension, as introduced on the Aprilia some 16 years ago, is still featured, but here there are some worthwhile innovations. The rear nut bearing housings are carried on members which pivot at 60 degrees to the fore and aft axis of the vehicle. Thus, they are a cross between a swing-axle and a trailing link, and are not disturbed by brake torque, as the drums are inboard mounted. The large-diameter hubs are hollow, and the articulated half-shafts pass right through them, the universal joints being *outside* the wheels, and protected by the wheel cover plates. This minimizes the plunger action of the inner pot-type joints, by providing shafts of the maximum possible length. As at the front, there are hydraulically damped coil springs.

The transmission is entirely new, for the engine flywheel carries no clutch, and is connected directly with the two-piece propeller shaft. The single plate clutch is mounted on the front of the gearbox layshaft, which reduces the height of the transmission line, but entails all four gears being indirect. The final drive and differential are in the same casing, on which the brakes are also mounted.

Even the engine is unconventional, for it is a 60-degree V-6 of light alloy construction, with wet liners. The valves are pushrod operated, and inclined forward and backward in hemispherical heads. The counterbalanced crankshaft is on four main bearings.

(Continued overleaf)

#### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Lancia Aurelia 4 door pillarless saloon, price (in Italy) 1,840,000 Lire.

**Engine:** 6 cylinders, 70 mm. x 76 mm (1.754 c.c.), pushrod operated inclined overhead valves, 56 b.h.p. at 4,700 r.p.m. 6.8 to 1 compression ratio. Twin-choke Solex down-draught carburetter. Marelli coil and distributor, with two contact breakers.

**Transmission:** Two-piece propeller shaft with rubber-mounted steady bearing. Single-plate clutch in unit with gearbox and final drive. 4 speeds, all indirect, with steering column control, ratios 4.05, 5.83, 8.66, and 13.4 to 1. Exposed universally jointed carbon shafts to rear hubs.

**Chassis:** Monocoque stressed-skin body structure. Coil spring and sliding pillar independent front suspension. Coil spring and

diagonal wishbone independent rear suspension. Hydraulic damping all round. Bolt-on perforated disc wheels fitted 165 x 400 tyres. 11 ins. hydraulic brakes, rear drums inboard mounted.

**Equipment:** Marelli 12 volt lighting and starting. Speedometer, temperature, fuel, and oil pressure gauges. Thermostatically controlled radiator blind.

**Dimensions, etc.:** Wheelbase 9 ft 4½ ins. Track: front 4 ft. 2½ ins., rear 4 ft. 3 ins. Overall length, 14 ft. 6 ins. Weight, 22 cwt. Turning circle, 32 ft.

**Performance:** Maximum speed, 85 m.p.h. Speeds in gears: 3rd 60 m.p.h., 2nd 45 m.p.h. Acceleration standing ¼ mile, 22½ secs. 0-50 m.p.h., 15 secs. 0-60 m.p.h., 22½ secs.

**Fuel Consumption:** 27 m.p.g.



## BOREHAM, 21st JUNE

CAR racing at Boreham, near Chelmsford, Essex, on 21st June, will include a special race between XK 120 Jaguars for the "W. Lyons" Trophy. Cars are expected to be driven by famous British drivers some of whom will have just returned from taking part in the 24-hour Le Mans race on the Continent.

Other important events at the Boreham meeting are a 10-lap scratch race for Formula 2 cars, a 10-lap *Formule libre* event and three separate sports-car races—up to 1,500 c.c., over 1,500 c.c. and one for sports-cars of any capacity.

Beside the Jaguar trophy and five cups for the other event winners, over £400 will be given in prize money.

First race begins at 1.30 p.m.

## NEW BATTERY SERVICE

THE makers of Oldham batteries are introducing a new 12-Point Road Safety Service this month, with the aim of reducing the number of accidents caused by faulty electrical equipment in cars. Garages all over the country are being invited to carry out the service in the interests of road safety.

## THE LEINSTER TROPHY RACE

ON Saturday, 12th July, the Leinster M.C. will stage their annual Leinster Trophy International handicap race over the 8.34-mile Wicklow circuit. This event will comprise a general handicap for all classes, and *Formule libre* and sports-car scratch races.

The entry list closes on 21st June, and supplementary regulations and entry forms are obtainable from the Race Secretary, Leinster M.C., 27 South William Street, Dublin.

## THE MORETTI "500"

THE new Formula 3 Moretti has gone into series-production in Italy. This interesting little machine has a twin-o.h.c., water-cooled, four-cylinder engine mounted at the rear, and driving the de Dion type axle through a short shaft. Torsion-bar suspension is used, with double-wishbones at the front. Weight is given as 620 lb (dry), the engine is said to develop 42 b.h.p. at 7,000 r.p.m., and maximum speed is reputed to be 105 m.p.h.

## RESULTS OF STAVERTON SPEED TRIALS

Sunday, 25th May, 1952

Class 1: 1, D. Boshier Jones (Kestrel), 31.8 secs; 2, J. Ebdon (Total), 33.0; 3, J. W. Whitchouse (Wasp), 34.4; 4, C. Stewart Jones (500), 34.4.

Class 2: 1, A. V. M. D. L. Bennett (Cooper-Vincent), 29.6; 2, F. B. Sowerby (Cooper-J.A.P.), 33.6.

Class 3: 1, H. A. Richards (H.A.R.), 34.8.

Class 4: 1, A. S. Raven (Bugatti), 30.6; 2, P. J. Stubberfield (Bugatti), 31.6; 3, P. Mould (Alfa), 32.6; 4, E. Lloyd-Jones (Flying Saucer), 32.6.

Class 5: 1, R. H. Grimsley (Austin), 43.8; 2, P. A. Cross (Austin), 45.0.

Class 6: 1, H. J. Coplin (A.S.), 44.7.

Class 7: 1, J. Weber (Weber), 34.8.

2, J. G. Sears (Cooper-M.G.), 35.8; 3, J. Ebdon (Rover Sprite), 37.6; 4, D. Bishop (M.G.), 38.6.

Class 8: 1, B. Baxter (Austin-Morris), 35.2.

Class 9: 1, G. N. Mansell (Jaguar), 34.6; 2, H. A. McCrow (Jaguar), 36.6; 3, R. A. Spiers (Bentley), 37.4.

Class 10: 1, R. A. Spiers (Morris Minor), 48.4.

Class 11: 1, J. S. French (Rover), 44.6.

Class 12: 1, J. L. MacVitie (Jaguar), 39.2.

Best Time of the Day: A. V. M. D. C. Bennett (Cooper-Vincent), 29.6.

Best Sports-Car: G. N. Mansell (Jaguar XK 120), 34.6.

Best Saloon Car: J. L. MacVitie (Jaguar Mk. VII), 39.2.

## The Lancia Aurelia—continued

Naturally, it is most interesting to sample such an unusual car on the road. The first thing that one notices is the silence of the engine, and when it is ticking over one can easily forget that it is running. Most previous Lancias have been rough by our standards, but this one has a smoothness that one finds only in cars of the highest quality. In spite of being rubber-mounted, the all-indirect gearbox is not quiet. The sound never becomes obtrusive, but it is there all the time, whichever gear is in use. The body does not drum on bumpy roads, and is a considerable advance on previous models in this respect.

Gear changing is simple, and the ratios are well chosen, but the steering column level is not particularly pleasant in action. I am sure that one would quickly get the feel of it, but this is one respect in which the Aurelia does not outstrip its forebears.

The suspension is very good indeed. It is fairly firm, and gives an exceptional stability under all conditions. The cornering power is very high, and there is a marked

freedom from tyre scream. A balance has been struck whereby neither under-steer nor over-steer effects appear, which immediately gives a driver full confidence in the car. Such roadholding and controllability, allied with a comfortable ride, naturally encourage high average speeds in complete safety. The brakes are as good as one would anticipate in an Alps-bred car.

As regards performance, one does not expect electrifying acceleration when a 1,754 c.c. engine has to propel a 5.6-seater car. Nevertheless, this Lancia gets into its stride with deceptive rapidity, and the high gearing, allied with a good aerodynamic shape, makes fast cruising a most effortless procedure. The very flexible engine will pull away from a crawl in top gear, if leisurely driving is your pleasure. There is a praiseworthy absence of wind noise at the higher speeds.

The appearance of the Aurelia is pleasantly unobtrusive. The pillar-less body is very well made, and there are innumerable small details that have been thought out for the convenience of the occupants during high-speed touring. The door

handles, window winders, and body headings are of light alloy, and there is a marked absence of chromium decoration. The bench-type seats can be converted to a bed at the touch of a lever, but I did not have the car long enough to test this feature.

Of considerable complexity, the Marelli electrical system operates the numerous lights, indicators, and so forth, through a series of relays. Stop lights go on when the doors are opened, raising the bonnet turns on another, and the inside of the luggage boot is illuminated from behind the tail light. The speedometer of the car tested was calibrated in kilometres and miles, but was somewhat optimistic in both languages.

The Lancia Aurelia is a roomy and comfortable car that revels in sustained high speeds, while showing a notable economy of petrol. It proves that when independent suspension of all four wheels is good, it can be very good indeed; and certainly the unconventional design is justified by results. I would like to thank Mr. A. C. Swaffield, a great Lancia enthusiast, for putting his delightful car at my disposal.





**MANCUNIANS** Geoff Holt, Ann Holt and Stan Asbury in their Ford Zephyr at Estoril. They won the London starting control award

## The LISBON RALLY

Porsche, Allard, Morgan and Renault Successes  
— British Crew Wins "Coupe des Dames"

THE marque Porsche was outstanding in the Lisbon Rally, which finished on 25th May. Joachim Filipe Nogueira, last year's winner, was first in the general classification with a 1½-litre model, whilst Ernesto Martorell was runner-up. Porsches were also 1-2-3 in the 1,500 c.c. class, and 1-2 in the 1,100 c.c. category.

British cars showed up well. Count Monte-Real (Allard) won the over 3-litre class with N. Sosa (Jaguar) second. D. Magalhães (Morgan) was victor in the 3-litre category, and S. Hansen (DB2 Aston Martin) was runner-up. Mrs. Nancy Mitchell and Mrs. Leavens (Jowett Javelin) won the "Coupe des Dames" whilst Geoff Holt and Stan Asbury (Ford Zephyr) took the London starting control award.

There were many non-starters, including Ken Wharton, Perry White and Donald Healey, and the original entry of 132 shrank to 98. The usual number of protests took place, and at the time of going to press the final results were still unconfirmed.

LEAVING London on 20th May, the British contingent had an easy run down to Dover, the only incident being that Harry Sutcliffe (Morris Minor) came away without a Spanish visa, and had to dash back to London for one. However, a 24 hours wait at Paris enabled him to return and start off on time.

Paris to Clermont-Ferrand was uneventful, but the mountaineering sections in the Massif Central produced the usual hectic motoring to keep to schedule. However, all reached Bordeaux with time in hand, where the British party was augmented by the arrival of Godfrey Imhof and Ronald Booth, both of whom had started from Amsterdam.

Customs formalities on the Spanish frontier were completed far speedier than in 1951, and from San Sebastian the route lay through Burgos to Salamanca

### PROVISIONAL RESULTS

#### General Classification

1. F. Nogueira (Porsche), 16.850 points.
2. E. Martorell (Porsche), 17.196 points.
3. Count Monte-Real (Allard), 17.717 points.
4. P. Mascarenhas (Porsche), 17.722 points.
5. D. Magalhães (Morgan), 18.365 points.
6. S. Hansen (Aston Martin), 18.625 points.
7. M. Nathan (Porsche), 18.802 points.
8. C. Fonseca (Austin A.90), 19.020 points.
9. J. N. Sosa (Jaguar), 19.185 points.
- 750 c.c.s: 1. P. Scott (Renault), 19.704.
2. M. Grosogeeat (Dyna-Panhard), 19.887; 3. M. Sorisio (Fiat Giannini), 21.062.

1,100 c.c.: 1. M. Nathan (Porsche), 18.802; 2. A. Graca (Porsche), 19.464; 3. M. Santos (Fiat), 19.707.

1,500 c.c.: 1. F. Nogueira (Porsche), 16.850; 2. E. Martorell (Porsche), 17.196; 3. P. Mascarenhas (Porsche), 17.722.

3,000 c.c.s: 1. D. Magalhães (Morgan), 18.365; 2. S. Hansen (Aston Martin), 18.625; 3. C. Fonseca (Austin), 19.020.

Over 3,000 c.c.: 1. Count Monte-Real (Allard), 17.717; 2. J. N. Sosa (Jaguar), 19.185; 3. J. Zetlin (Oldsmobile), 19.832.

"Coupe des Dames": Mrs. Leavens Mrs. Mitchell (Jowett Javelin)

over very flat country. Competitors left Salamanca in darkness, and many got themselves thoroughly lost on unfamiliar and poorly sign-posted roads. Charles Cooper (Bentley) was one of the unfortunates who lost a good deal of time.

Geoff Holt and Stan Asbury (Ford Zephyr) motored 63 kilometres in the

wrong direction. Realizing this, Asbury immediately set about having a one-man road race over trials-type terrain to regain the right route. The Zephyr checked in at Vila Fannosa control with several minutes in hand. Fog added to the hazards, but Nancy Mitchell (Javelin) was one of those who arrived in time. A Porsche driver who tried to follow her, admitted afterwards that he couldn't keep up with the British car.

After Vila Fannosa, the rally became increasingly interesting, the long line of cars climbing up and down the innumerable mountains up to Porto. After the last-named, controls came thick and fast, every one or two hours. This didn't leave much time for traffic jams.

#### Imhof Retires

At Estoril, Godfrey Imhof (Allard) retired with mechanical trouble after the arrival test. Best time here was recorded by Nogueira (Porsche) with 24.9 secs., with Martorell in a similar car next with 27.6 secs. Third man was Magalhães in his Plus-Four Morgan (28.35 secs.). Best of the British drivers was Charles Cooper (Bentley) with 29.79 secs. The Reece cousins managed 30.4 secs. with their Ford Anglia, whilst Reg Holt took 30.52 secs. in spite of stopping his engine before reversing.

The final test consisted of a regularity contest over the 1½-mile Estoril circuit with its many sharp corners and gradients. Porsches clinched their class victories with excellent runs, and also made certain of first and second in the general classification. Charles Cooper's Bentley was well driven, as was Magalhães's Morgan.



**"COUPE DES DAMES" WINNERS** Mrs. Nancy Mitchell and Mrs. Leavens with their Jowett Javelin after completing the regularity test





**FRONT DRIVE:** Bonnet off, Paul Emery's Emerson shows the "double-knocker" Norton engine placed well back in the frame. The much-drilled wishbones are controlled by rubber suspension of aero-elastic type.

## News from the Clubs

### VAUXHALL VELOX WINS ILFRACOMBE RALLY

#### Success for R. Harper of Plymouth

THE North Devon Motor Club's Ilfracombe Rally was run over a 300-mile course on 24th/25th May. There were 88 entries, and competitors left Barnstaple, Taunton and Plymouth at 10.30 p.m. on the Saturday. The three starting routes converged on Winkleigh Aerodrome where the first special test was held in darkness. This comprised a figure "8", one half to be driven round, the other to be reversed round. This test had to be repeated in daylight, the two being a Regularity Test. From Winkleigh all competitors followed the same route, first to Bude, and along the coast road via Millook to Crackington. Along this coast road a section of seven miles was divided into two halves, both  $3\frac{1}{2}$  miles were non-stop sections and formed the second Regularity Test, a mark per second being lost on the difference between the two times. From Crackington across Cornwall to Darnice, a timed restart test was made on the hill then across Dartmoor to Winkleigh for the figure "8" again.

Minchhead was the next control where an electrically timed hill-climb had been arranged on a private road. This was a half-mile of very deceptive gradient and good surface. There was then an hour for breakfast, and competitors left for Porlock Hill, where a timed restart and getaway with a dead engine was held. The route then lay via Lynmouth, and the high Exmoor country to Simonsbath, Withypool, Hunters Inn, Combe Martin and Ilfracombe. The Ilfracombe Council had granted the club the full use of the town's magnificent new pier for the three timed Special Tests. These were watched in brilliant sunshine by a large crowd who obviously enjoyed it all. During the evening the prizes, valued at £250, were distributed at the Imperial Hotel which had been loaned to the club for the occasion as Rally HQ.

#### RESULTS

**Winner of the Rally:** R. Harper (Vauxhall Velox)

**Best Opposite Class:** Dr. H. Mayne (Famiford Special)

**Second best Closed Car:** G. H. Turnbull (Vauxhall Velox)

**Second best Open Car:** C. M. Seward (MG TC)

**Best Lady Driver:** Miss J. M. I. Slater (Sunbeam-Talbot 90)

**Best N.D.M.C. Member:** J. Watts (MG TC)

**Make Awards:** Best Vauxhall: R. Harper. Best Jaguar: R. Gibson (Driver P. Cudmore), Mk 7. Best Standard or Triumph: Dr. J. Spare (Vanguard). Best Rover: F. H. D. Lewis. Best Hillman, Humber, Sunbeam-Talbot: A. Clarke (Mink). Best Ford: A. L. Chard (Anglia 10). Best Austin: F. J. Buxton (A 40). Best Morgan, Singer: L. B. Fredman (Singer)

**Class Awards:** Under 1,300 Closed: A. L. Chard. Over 1,300 Open: T. G. Cunane (MG TC). Over 1,300 Closed: Dr. J. Spare. Over 1,300 Open: F. Tolman (Singer). Specials and super-charged cars: R. Willson (LRG).

**Best Barnstaple Starter:** J. Watts

**Best Plymouth Starter:** A. L. Chard

**Best Taunton Starter:** Dr. J. Spare

#### SINGER OWNERS' CLUB

THE Singer Owners' Club made a day of it on 25th May when a treasure hunt, a concours d'elegance and the annual meeting were all worked into eight hours.

The treasure hunt, held in the Beaconsfield, Bucks, area was won by Tony Bennet (Le Mans 1½-litre) with Dick Ray (4 AB roadster) as runner-up.

In the Concours there were three classes to give fading paintwork and dulling chrome a chance against the gleaming models that leave Coventry to lay.

Class 1 (up to 1935) was taken by J. L. Williams with a very well preserved Le Mans 9 h.p. coupé first taxed in 1934. Class 2 (1936 to 1940) was won by M. Farage with an immaculate 1939 Singer roadster. Class 3 (post-war) was carried off by A. C. Wallbridge with a scarlet 4A Singer roadster—a 1946 model which defeated several later models.

At the annual meeting, held at the Earl of Beaconsfield Hotel, a large number of members were present which, with the hot May afternoon, made the use of the hotel electric fan a vital necessity.

Even so H. W. Attree, re-elected chairman, called for more support during the new year in view of the fact that membership stood at 191 on 30th April. K. D. McDowall was re-elected club secretary and he made a review of the year's events during his speech and also outlined plans for the future. Seven centres will eventually be set up to cater for the activities of the widespread membership.

New treasurer is J. Whitmarsh, 2, Derwent Grove, East Dulwich, S.E.22. Several new committee members were appointed.

#### NORTHERN ALLARD TREASURE HUNT

ON Saturday, 24th May, in glorious weather, the Northern Centre of the Allard Owners' Club held their treasure hunt, organized by Frank Ambler and W. Hempel. After a close finish results were as follows:

1, Jack Reiss (Allard), 54½ pts.; 2, G. Oxley (Dellow), 53; 3, Dr. K. Aske (Allard), 52.

At the end of the hunt a dinner and social evening was enjoyed by competitors at the Royal Hotel, Ilkley.

#### CEMIAN M.C.

THE Club's President's Cup Spring Rally, held on 25th May, took the form of a 60-mile rally section to an afternoon series of driving tests on an airfield. Competitors left two starting points in London converging at the lunch stop in Bedfordshire. Five tests on the airfield were completed twice by each competitor, followed by a high-speed regularity test. Results were as follows:—

**Open Class (President's Cup):** V. F. Gordon (MG)

**First Class Award:** B. Frost (MG)

**Closed (Spring Trophy):** D. I. Williams (Javelin)

**Over 1,300 c.c. Award:** A. J. Decker (S.M. 1,500)

**Under 1,300 c.c.:** W. E. Mahon (A 40)

On 6th July the Cemiian Annual Gymkhana will be held at the College of Estate Management Sports Ground, Hinchley Wood.



## News from the Clubs—continued

## BRISTOL M.C. &amp; L.C.C. POOLE TROPHY TRIAL

It was fortunate there was no tie in the actual course marks lost by the 21 club members who set out from 9.30 p.m. onwards, armed with maps, dividers, etc., to try their luck in Somerset and Gloucestershire for the Night-Navigational Poole Trophy Trial on 24th May. Such ties were to have been decided on the driving and navigation tests but the latter proved to be so obscure and ambiguous that it was "scrubbed" in the interest of all concerned. However, in the face of stern "rallyist" opposition Frances Lawson (son of the Club's president) and his Austin 8 came through with a loss of only 4 marks on a three-hour course.

## RESULTS

Poole Trophy: F. N. Lawson

First Class Awards: J. B. King, C. L. Read.

Second Class Award: R. K. Zahner

The Hastings Trophy has now been awarded retrospectively to Bob Gerard on his winning the *Formule libre* race at the National meeting at Castle Combe in October last year.

## A.C.O.C. NOVICES' POINT-TO-POINT

This event, which was run on the afternoon of 25th May, starting and finishing at Ingatstone, Essex, attracted an entry of 37 (of whom three were non-starters) and was won by A. M. Lindsay (Riley, C.H.U.M.C.). Second was H. Hancock (Jaguar XK 120, Eastern Counties M.C.), with L. T. Province (A.C.A.C.O.C.) third. Second class awards go to: fourth, L. V. Hunt (Hillman), Miss Betty Colpin (Alford), N. G. Russell (Wolsley), and Dr. R. I. Hyder (A.C.). Three competitors finished outside the time limit, and one retired.

## HERTS COUNTY RALLY

The Herts County Automobile and Aero Club will hold its annual Rally and Driving Tests at Panshanger Aerodrome near Hatfield, on 14th June, at 2.30 p.m.

The tests are designed to suit the skilful driver rather than the potent car.

An additional attraction this year is the fact that the Rally is being run as a joint meeting with the London Aeroplane Club. The Vintage Aeroplane Club has been invited along to take part in competitions after tea when the driving tests have finished.

There will be aerobatics, forced landing tests, a rate of climb contest and mock bombing.

## MORGAN 44 SPRING RALLY

In brilliant sunshine on 25th May, competitors in the Morgan 44 Club's Spring Road Rally started from Hertford, Salisbury and Hagley, en route for Kidlington Airport Oxford which was the Rally H.Q. and central control.

During the short lunch break marshals were sent out to man the various secret

checks and controls, and at 2 p.m. the first car started on section 2.

The 150-mile course provided a fine variety of motoring and navigating and by 6 p.m. all cars had arrived back at Kidlington to go through the driving tests, which caused great amusement and amazement to competitors and organizers alike.

After the proprietor of the King's Arms, Woodstock, had been convinced that the tired, dusty, sunburnt group were not tramps, cleansing began, after which a first-class dinner was thoroughly enjoyed by all.

Facts and figures were eventually put together and the results proved to be—

1, L. E. Newey, of Sheldon, Birmingham; 2, E. C. Cameron, of Kirby Muxloe, Leics; 3, F. H. Dyke (Fl./Lt.), of King's Lynn.

The awards, silver tankards were presented by Mrs. C. H. Butcher and a grand day's sport was completed by the words "it" "em up."

## N.L.E.C.C. CHESSINGTON RALLY

The N.L.E.C.C.'s Chessington Rally on 25th May was won by A. G. B. Wood (XK 120 Jaguar), runner-up being Mrs. Joyce Hobbs (Vauxhall Velox), and third, D. Mayston (Alvis). The special test in the morning consisted of a form of motoring croquet, but was used only to decide ties on the road sections. After the event, a meal and a stroll round the Zoo rounded off a thoroughly enjoyable day. The club would like to thank Mr. Davies of the Chessington Zoo authorities for his co-operation in ensuring the success of the event.

Regulations are now available for the Radcap Rally on 21st-22nd June, for which entry fees are £1 5s. 0d. Invited clubs are: Hants and Berks, 750, Chiltern, West Essex, Cernian, A.C. Owners' and Thames Estuary. Start will take place at Clayton-Mayers and Co., Ltd., North Circular Road (near Staples Corner), London, N.W.2, the first competitor leaving about 7 p.m. The rally will finish at the Grand Hotel, Lyndhurst.

## SUNBEAM-TALBOT O.C. AT EASTBOURNE

Excellent competitive enthusiasm was witnessed in the Sunbeam-Talbot Owners' Clubs third Eastbourne Rally and Concours d'Elegance which took place over the week-end 24th-25th May.

Last moment restrictions, based on suspected foot and mouth disease amongst the cattle in the district, eliminated the usual gallery of spectators for the Saturday morning acceleration tests on Butts Lane, but this was more than offset by the crowds of holiday makers gathered on the natural balcony overlooking the promenade on which an impressive series of driving tests were staged in the afternoon, when split seconds only separated the leading competitors' efforts, the while an unusual number of marker pylons literally disappeared in the less successful manoeuvres, much to the amusement of the onlookers.

A record crowd of visitors also supported the Club's Concours d'Elegance held in Devonshire Place, Eastbourne,

on the Sunday morning. The judges had their greatest task yet in all the many events of this kind organized by the Club—a truly magnificent array, H. J. Budd's beautifully preserved 1907 Talbot undoubtedly claiming favourite place with the public.

Over 200 members and friends were present at the dinner-dance held at the Grand Hotel. Prizes were graciously presented by the Marchioness of Willington.

## RESULTS

Class A (Sunbeam-Talbot or Talbot): 1, P. Slatter (Kingswood, Surrey), Sunbeam-Talbot '90; 2, J. Nott (Luton), Talbot '10', 1946.

Class B (Hillman): 1, P. C. E. Harper (Stevenage), 2, G. W. H. Rosmer (London).

Eastbourne Trophy for best performance in a Sunbeam-Talbot: P. Slatter

Novices' Award: A. S. Lusty (London), Sunbeam-Talbot '90'

Concours Awards: 1, L. Tanner (Minchinhampton), Sunbeam-Talbot '90' October 1951; 2, P. Rawlin (Keighley), Sunbeam-Talbot '90', March, 1951; 3, R. H. Austin (London), Hillman Minx, August, 1951; 4, H. J. Budd (London), Talbot 28 h.p., 1907

## SOUTHERN JOWETT CAR CLUB

The Southern Jowett Car Club held its first field event of the season at Guatard Wood, near Wheathampstead, Herts on 25th May. There were 12 entrants for the competitions. The first event was a manoeuvrability test involving the entry in forward and reverse gears into a number of marked out bays. Results: 1st, P. Kohl (7 h.p.), 2 mins. 9 secs.; 2, E. Walsh (Javelin), 2 mins. 14 secs.; 3, R. Knight (Javelin), 2 mins. 54 secs. The second driving event involved the traversing of an 8 ft. wide semi-circular lane in forward and reverse. Results: 1, D. E. White (10 h.p.), 40 secs.; 2, P. Kohl (7 h.p.), 42 secs.; 3, M. Day (7 h.p.), 50 secs.

The results of the passengers' event were: 1, A. Davidson; 2, P. Huntley and 3, Mrs. Kohl.

The next rally will be held at Town Herts on Sunday 29th June.

The Club hopes to enter a team of Jupiters in the Lancia Motor Club's Fourth Annual Inter One Make Driving Tests for the Lancia Challenge Trophy, to be held on Sunday 22nd June 1952 at Bovingdon Aerodrome near Chesham Bucks.

One more driver is required with a Jupiter to complete the team for this event and anyone interested should communicate with the Hon. Secretary, R. Knight, 390 Hoe Street, Walthamstow, E 17.

## 750 M.C.

Owing to the Whitsun holiday, the 750 M.C.'s June meeting will be on Monday, 9th June, instead of the customary first Monday of the month. The meeting is as usual at the Abbey Farm North Circular Road Stone bridge Park N.W.10, doors opening at 7.30 p.m. and formal business starting at 8.30 p.m.







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## LIKE FATHER, LIKE SON

Edward Harrison Wins Wilson Trophy — Cuth Harrison Ties as Runner-up with Reg Phillips

THE B.A.R.C. (Yorkshire Centre) held its Wilson Trophy Trial—a B.T.D.A. "Star" event—on a 30-mile course over the North Yorkshire moors, starting from Goathland on 25th May. Large crowds of spectators gathered to watch the 40 starters, in glorious weather.

First observed section, Shooting Gallery, was a long hill in 12 parts, starting with a 1 in 3 gravel climb, across 100 yards of gorse and boulders, down a steep incline into a muddy water-splash, finishing up with a sharp right-hand bend and another 1 in 3 bump. First man, Gordon Mosby, made a faultless climb, but thereafter followed a string of failures including poor Preston who broke his back axle. Then came the Northern Trials Circus, the Harrisons père et fils, Phillips, Wilde, Fleetwood and Corbushley (complete with sparkling new white CCS), who all delighted the crowd with first rate climbs.

Murk Side, a narrow cart-track with steep banks on each side caused no trouble apart from setting up a minor dust storm, which made competitors look like bakers. Randy Mere was dry and not too difficult and was treated more or less with contempt by the experts. The return road was a different story, and cars actually had to be towed down hill in a muddy morass. If, as Reg Phillips remarked, they had turned this section round, it might have stopped the entire entry.

Only two out of the original four sections of Spring Wood were used, as the others were considered to be hazardous. Section 1 consisted of a grassy climb, a hairpin and a couple of 1 in 2 bumps.

**ALL THE SEVENS:** Cyril Corbushley, new CCS, on Holey's Hillock. It gained him a first class award on its first outing.

The finish caused plenty of trouble, and few managed it clean. Outstanding here were Edward Harrison, Maurice Wilde and Charlie Hardman (Dellow). The second part was narrow enough to handicap the large cars, after they became airborne over a pair of nasty humps.

Holey's Hillock was scrubbed after Donald Ackernley inverted his car, suffering some nasty cuts in the process.

The next four hills, Brown Howe, Randle Rise, Station Hill and Mill Close, were not readily accessible to spectators.

At Thornton Dale was held the special test, comprising a circuit round an island

**HARFORDING** Edward Harrison hurls Harford I up bumpy Spring Wood in the Wilson Trophy Trial

in a quarry, with the usual garaging, reversing and finishing astride a line manoeuvres. "Desert Rats" had their memories jolted at the thick clouds of dust which were stirred up following the passage of cars. Anyway, if trials folk will go hill-storming out of season, then what can they expect!

Best test time was recorded by Charlie Hardman with 55 secs., but the Dellow driver had dropped marks elsewhere. The two Harrisons and Reg Phillips all had clean sheets, but Edward gained the day in the end.

FRANCIS PENN

### RESULTS

Wilson Trophy: Edward Harrison Harford II, 0 marks lost

Runner-up: Tie between Cuth Harrison (Harford III) and Reg Phillips (Austin-Javelin), 0

Over 1,500 c.c.s Don Raynor (Allard), 2

First Class Awards: Maurice Wilde (Ford), Cyril Corbushley (C.C.S.), Tony Aldred (Ford), P. Clegg (Clegg)

Team Prize: Cuth Harrison, Maurice Wilde and Gordon Mosby

### A.M.O.C. SILVERSTONE SUMMER WEEK-END

THE Aston Martin O.C.'s St John Horsfall race meeting at Silverstone on 26th July, will be run in conjunction with the Club's Summer Week End. The Bentley D.C., Bugatti O.C., M.G.C.C., Lagonda Club, 750, Sunbeam and V.M.C.C. are invited to compete in the programme of six races on the 100-mile Silverstone Club circuit. The Summer Week End will incorporate a Concours d'Elegance for Aston Martin cars.

Regulations will be issued shortly. Secretary for both meetings is George Taylor, of Orchard Cottage, Stompond Lane, Walton-on-Thames, Surrey.

More News from the Clubs on page 732





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## News from the Clubs—continued

## RILEY M.C.

The Riley M.C. (Midland Centre) held its first Route Finding Rally of the season on 25th May.

First prize was won by H. S. Wilkinson, who lost no time or marks, and had the shortest mileage. Second came R. D. B. Robinson, and third, John Wright. The rest of the field seemed to get into difficulties, some of them doing nearly twice as many miles as was intended. The weather was glorious and the event was a most successful one.

The next event is the annual visit to Ratchliffe College on 20th July, when there will be a competitive Gymkhana (in competition with the senior boys of the school).

Early applications are necessary to ensure satisfactory catering arrangements. Honorary General Secretary: R. J. Westley, 50-52 Broad Street Birmingham.

## TYRER TOPS AT BARBOUR HILL-CLIMB

Frazer-Nash BMW Driver Wins Westmorland Event

DRIVING his 328 Frazer-Nash BMW, Gillie Tyrer clocked 35.8 secs. to make B.T.D. at the Westmorland M.C.'s Barbour Hill-climb on 24th May. Next best was E. Lister (H.R.G.) with 37.2 secs. The event attracted an entry of 57, comprising 20 saloons, 30 unsupercharged and 7 supercharged sports-cars.

Over 2,000 people were present when A. Gerrard (Morris Minor) put up an

excellent 48 secs. climb to win the first class. Class 2 was an all Jowett affair with Bill Robinson best in 40.4 secs. Edgar Wadsworth's Healey was fastest in the larger category—40.8 secs.

After the saloons came the sporting machinery, and A. Ensell's Ensell mastered a multitude of MGs (39.6 secs.) with Denis Scott as runner-up. Eric Lister's H.R.G. dominated the 1,251-1,750 c.c. class to win the Pattinson Trophy (37.2 secs.). The class therefore went to A. C. Bramley (A.J.S.). Gillie Tyrer was unbeatable in the largest capacity class, and his 35.8 secs. won for him the Crabtree Trophy. The class went to J. W. Goodwin (Healey) with 37.8 secs., after he had left the course rather abruptly on his first run.

Bryan Crabtree (TD MG, 5) equalled his 1951 time (37.2 secs.) to win the supercharged class but he appeared to have considerable trouble in keeping his car on the road.

## RESULTS

B.T.D., Crabtree Trophy: Gillie Tyrer (Frazer-Nash BMW), 35.8 secs.

Second B.T.D., Pattinson Trophy: E. Lister (H.R.G.), 37.2

Saloon-Cars (up to 1,200 c.c.): V. Gerard (Morris 8), 48.0

Saloon-Cars (1,201 to 1,750 c.c.): W. H. Robinson (Jowett Javelin), 40.4

Saloon-Cars (1,751 to 2,500 c.c.): E. B. Wadsworth (2,443 Healey), 40.8

Sports-Cars (up to 1,250 c.c.): 1. A. Ensell (Ensell), 39.6; 2. D. G. Scott (1,250 MG), 41.2; 3. P. Jackson (1,250 MG), 41.4

Sports-Cars (1,251 to 1,750 c.c.): A. C. Bramley (1,486 A.J.S.), 41.6

Sports-Cars (1,751 to 2,500 c.c.): J. W. Goodwin (2,443 Healey), 37.8

Sports-Cars, supercharged (up to 1,500 c.c.): Bryan Crabtree (1,250 MG), 37.2

Award for best time recorded by Westmorland Club Member driving a saloon: L. J. Hostler (Jowett Javelin), 44.2

## BRECON WELSH RALLY

ENQUIRIES are coming in thick and fast for the Brecon and D.M. and M.C.C.'s Welsh Rally on 4th and 5th July. Intending entrants should get in touch with the Organizing Secretary, R. J. Friday, (Greenlin Hotel, The Watton, Brecon).

## VETERAN C.C. OF GREAT BRITAIN'S RHODODENDRON RALLY

## RESULTS

Lycher Cup (Best Combined Performance): T. J. Boughton (1912 Renault)

Rally Awards

Class A: G. Brockington (1901 Dürkopp)

Class B: W. F. Watson (1911 Rolls-Royce)

Run to Sheringham Hall

Class 1: 1. J. N. Edwards (1900 Soame Steam Car); 2. R. J. Stephens (1898 Stephens).

Class 2: 1. P. Pointer (1902 Wolseley); 2. A. Prince (1903 Panhard et Levassor)

Class 3: 1. G. E. Milligan (1910 Maudsley); 2. C. C. Tufnell (1908 Rover)

Class 4: 1. Lord Charnwood (1911 Delage); 2. T. J. Boughton (1912 Renault).

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(continued overleaf)

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## Classified Advertisements—continued

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## TEWIN WATER TIE

For two cars to tie for fastest time of the day at a speed trial is unusual. And when one car is a racing single-seater and the other a sports-car—that's news. It all happened at the Berkhamsted M.C. and C.C.'s Whit-Monday event held on their quarter-mile sprint course at Tewin Water, near Welwyn, the two dead-heaters being J. W. Broad's supercharged ex-Maclachlan Austin of 1926 vintage and Gordon Parker's famous Jaguette driven on this occasion by W. Coleman. Their time was 15.3 secs.

As usual it rained, but luckily only during the interval. There was enough, however, to prevent second run times being improved by the majority. The saloon-car classes saw the best time go to P. Rayner Green's Ford V8 coupé with a run of 19 secs. A spirited drive by G. Hulbert in a blown 1½-litre M.G. saloon gave him best time in the lower capacity saloon class.

The 750 formula class was won by a narrow margin by R. Lowe's special from L. West's well-known Austin with full span body. The 1,100 c.c. sports-car class was taken by F. C. Hill's very fast white J4 engined M.G. with a time of 17.8 secs. with D. Moore's very much lightened PA M.G. runner-up.

In the 1,300 c.c. class, the tables were turned, and Moore beat Hill by ½ sec.

The 1,500 c.c. class saw a resounding—literally—win by D. W. Davis's blown Magnette which broke Cliff Davis's undefended class record, with 17.2 secs.

Coleman driving the Jaguette—blown 2½-litre Jaguar engine—then surprised even the people who knew how it could motor by howling up the course in 15.3 secs. to win the unlimited capacity sports class. A new-to-Tewin special was Pick's Bedford Special which, in spite of fantastically high ratios and a rugged appearance, made 18 secs.

The racing-car classes were not well supported, which was a pity. Of the two Coopers in the 500 c.c. class, Fred Rust was fastest, while the 1,100 c.c. class saw the expected battle of the Austins. Heyward's ex-Brettell single-seater, troubled by mishiring on his first run and a wet track later on, could not better 16.1 secs. Reynold's engine did not sound very happy, and it was left to Broad to win the class with 15.4 secs.

In the 2,000 c.c. class, Broad went even faster to record 15.3 secs., best time of the day. Rivers-Fletcher, his Type 35 Bugatti looking and sounding magnificent, made very determined get-aways to reserve second place in the class, and incidentally to tie

with Gillbank's much stripped BMW. Squadron-Leader Greene was not permitted to start as his physical handicap is reckoned by the R.A.C. as sufficient to bar him from public sprints—no comment. In the poorly supported 1,500 c.c. class, Broad's Austin, driven by Alick Pitts, again won with a time of 15.4 secs.

And as the record size crowd dispersed, down came the rain again on what Berko reckoned was their most successful Tewin meeting.

C. P. TOOLEY.

## RESULTS

**Saloon-Cars and Coupés up to 1,500 c.c.:** G. Hulbert (M.G. S.), 19.6 secs. Unlimited: P. R. Green (Ford V8), 19.0.

**Sports-Cars, 750 c.c. Formula:** R. Lowe (Lowe Special), 23.0. 750 c.c. Open: H. S. Chapman (Austin), 24.1. 1,100 c.c.: F. C. Hill (M.G. S.), 17.8. 1,300 c.c.: D. Moore (M.G.), 18.3. 1,500 c.c.: D. W. Davis (M.G. S.), 17.2. 2,000 c.c.: L. Gillbanks (BMW) and D. W. Davis (M.G. S.), 16.7. Unlimited: W. Coleman (Jaguette S.), 15.3.

**Racing-Cars, 500 c.c.:** F. Rust (Cooper), 17.0. 750 c.c.: F. Rust (Cooper), 15.8. 1,100 c.c.: J. Broad (Austin S.), 15.4. 1,500 c.c.: A. Pitts (Austin S.), 15.4. 2,000 c.c.: J. Broad (Austin S.), 15.3.

## STEPASIDE HILL-CLIMB, DUBLIN

## RESULTS

**1,200 c.c. Handicap:** 1. D. P. Jones (TC M.G.) (handicap 16 secs.), 46.78 secs.; 2. M. P. O'Flaherty (Volkswagen) (20 secs.), 46.87; 3. N. O'D. Browne (TC M.G.) (16 secs.), 48.37.

**Fastest:** R. Gallagher (995 c.c. Leprechaun), 51.68.

**Over 1,250 c.c. Handicap:** 1. R. E. Newell (1,645 c.c. Alvis) (9 secs.), 50.69; 2. F. E. A. Bigger (Jaguar XK 120) (8 secs.), 51.21; 3. B. Crofts-Greene (2½-litre Healey) (12 secs.), 52.15.

**Fastest:** M. P. Cahill (Iona Spl. S.), 57.35.

**Unlimited Handicap:** 1. N. O'D. Browne (TC M.G.) (16 secs.), 46.23; 2. D. P. Jones (TC M.G.) (16 secs.), 46.37; 3. M. P. O'Flaherty (Volkswagen) (20 secs.), 47.79.

**Fastest:** R. Gallagher 995 c.c. Leprechaun, 48.87.

**1,100 c.c. Scratch (U/s):** R. Gallagher (995 c.c. Leprechaun), 48.87.

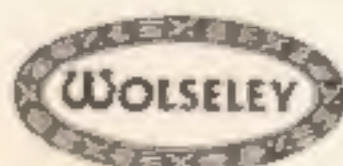
**1,500 c.c. Scratch (U/s):** 1. R. Gallagher (995 c.c. Leprechaun), 48.87; 2. I. N. Preston (TC M.G.), 57.18; 3. J. Stevenson (TC M.G.), 57.54.

**Open Scratch:** 1. R. Gallagher (995 c.c. Leprechaun), 48.87; 2. R. G. Lovell-Butt (K3 M.G.) (S/c), 50.70; 3. J. J. Flynn (1,140 c.c. TC M.G.) (S/c), 55.29.

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STIRLING MOSS, bright new star of the motor-racing world, is pictured (right) driving his Kieft, in which he won the "Earl of March" Trophy at Goodwood. Not a heavy smoker, 22-year-old Stirling — who has to keep in top gear — wants to enjoy all the pleasure of smoking. "Craven 'A' for me," he says. "I've got good reasons for smoking them."



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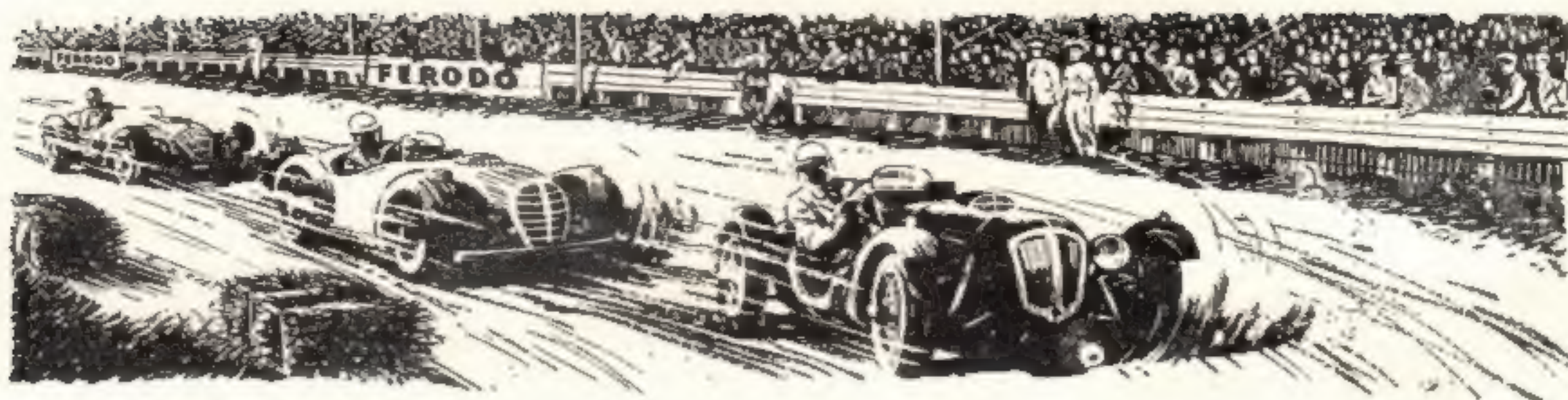
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